

Report of the Strategic Director of Regeneration and Culture to the meeting of the Area Planning Panel (SHIPLEY) to be held on 23 September 2011

I

Summary Statement - Part One

Application recommended for Approval

The site concerned is:

<u>Item No.</u>	<u>Site</u>	<u>Ward</u>
1.	Land At Sty Lane Micklethwaite Bingley - 11/01203/MAO [Approve]	Bingley

Julian Jackson
Assistant Director (Planning)

Report Contact: Fiona Tiplady
Phone: 01274 434605

Email: fiona.tiplady@bradford.gov.uk

Portfolio:
Environment and Culture

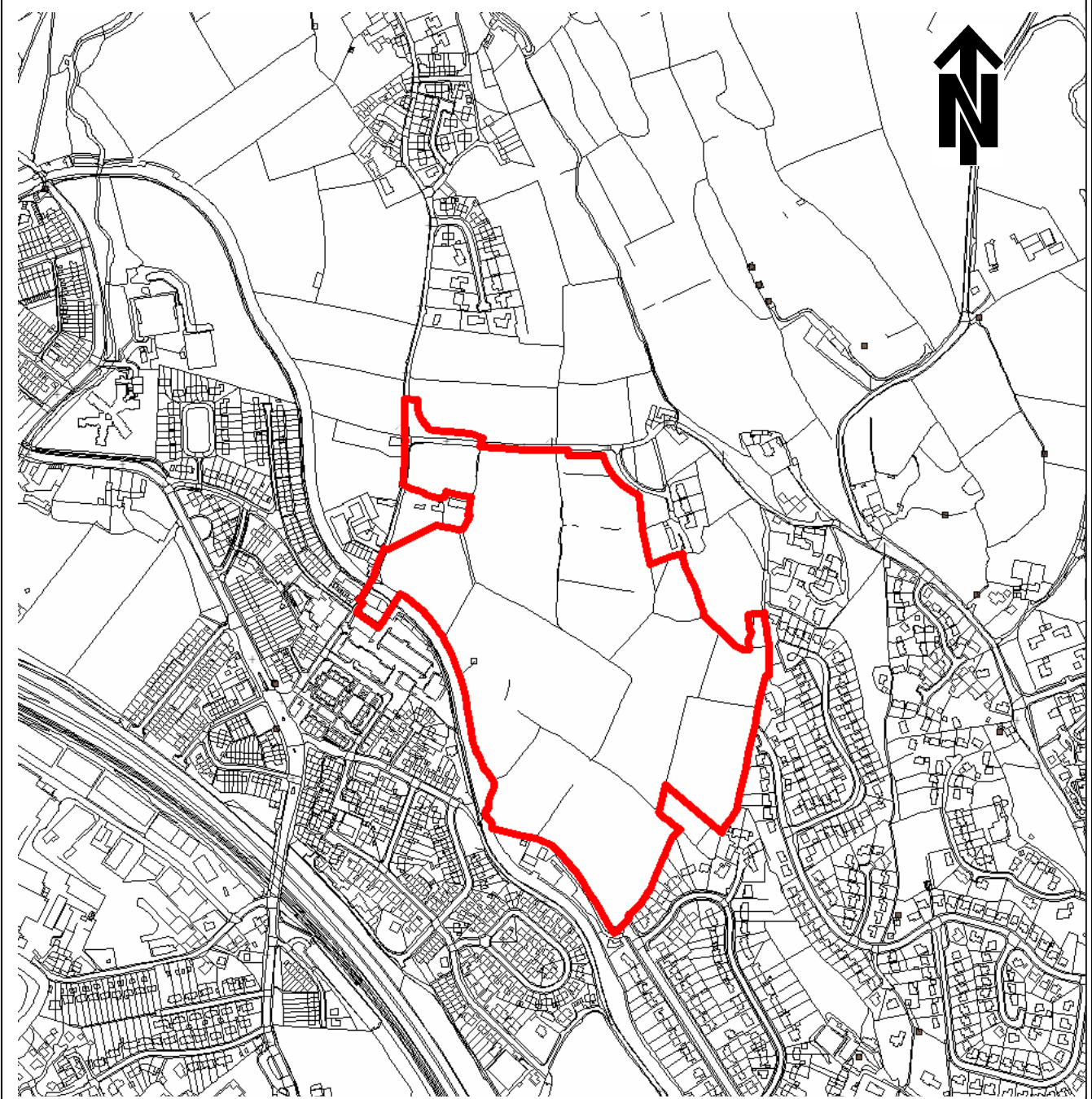
Improvement Committee Area:
Regeneration and Economy



Area Planning Panel (Shipley)

11/01203/MAO

23 September 2011



© Crown copyright 2000. All rights reserved (SLA 100019304)

ITEM NO. : 1

LOCATION:

**Land At Sty Lane
Micklethwaite, Bingley**

23 September 2011

Item Number: 1

Ward: BINGLEY

Recommendation:

**TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS
AND A S106 LEGAL AGREEMENT**

Application Number:

11/01203/MAO

Type of Application/Proposal and Address:

An outline application for the construction of between 420 to 440 dwellings. Replacement vehicular and pedestrian swing bridge over the Leeds/Liverpool canal, provision of new accesses off Sty Lane and Micklethwaite Lane, emergency and limited access off Oakwood Drive, pedestrian and cycle access to Fairfax Road, off site highway improvements, laying out of public open space and landscaping. This application is the subject of an Environmental Statement.

Only matters concerning access to the development site are to be considered under this outline application. Appearance, landscaping, layout and scale are matters which have been reserved for later consideration in separate applications.

Applicant:

Redrow Homes Limited
Bellway Homes Limited (Yorkshire Division)

Agent:

Stephen Sadler – Walker Morris

Site Description:

A sixteen hectare (39.5 acre) Greenfield site located within the Aire Valley to the north of Bingley, the south of Micklethwaite Village and to the north and east of Crossflatts. The site is identified as a housing site (S/H2.10) within the Replacement Unitary Development Plan: Proposals for the Shipley Constituency.

Part of the site lies within the Leeds & Liverpool Conservation Area with part of it abutting the Site of Ecological/Geological Importance (SEGI) which is formed by the Canal. The site is also located within a bat alert zone. Laythorpe Farm, Micklethwaite, a grade II listed building lies at the western edge of the site and a cluster of key unlisted buildings – namely Airedale House, Bridge Cottage and Airedale Mills - are located on the opposite side of Micklethwaite to the north west of the Canal bridge.

The site itself slopes markedly down from Greenhill Wood to the Leeds & Liverpool Canal (between 105m AOD along the edge of the Canal to 155m AOD at the top part of the site). At present there is no built development evident on the site and essentially it comprises agricultural grassland with dry stone walls and hedges upon it. To the south west of the site lies the Leeds & Liverpool Canal, a SEGI, which effectively separates the site from Crossflatts. This south western boundary of the site abuts the Canal along the northern part of this edge. The remainder of the site boundary in this location steps back from the Canal and is located up to the boats moorings owned and licensed to Airedale Boat club by British Waterways and Hainsworth Boatyard at its southern end. On the opposite side of the Canal lies the National and Local Cycle network which follows the towpath along the southern side of the Canal between Keighley and Bingley. The residential area of Crossflatts lies beyond the Canal.

The western boundary of the site abuts Micklethwaite Lane as it passes over the existing single lane canal bridge. The site boundary then steps back from the Lane and runs along the southern, eastern and northern boundaries of the residential curtilage of Laythorpe Farm. The site boundary then rejoins Micklethwaite Lane until its junction with Sty Lane. The northern boundary of the site runs along Sty Lane eventually forming a boundary with both residential gardens (from properties accessed via Sty Lane and Greenhill Wood. The eastern boundary of the site borders the residential curtilages of properties in Oakwood Drive, Falcon and Fairfax Roads. Protected trees lie at the southern most point of the site adjoining the existing field gate leading onto Fairfax Road.

One means of access to the site is via Micklethwaite Lane which crosses the Leeds Liverpool Canal via a single carriageway swing bridge. Micklethwaite Lane leads beyond the site into Micklethwaite Village, a small village that originally developed as an agricultural farming hamlet, which itself lies within a conservation area which covers the historic core of the village. Sty Lane which borders the northern boundary of the site is a narrow rural road leading to Lady Lane.

Recent Site History:

Planning application -10/00961/MAO - Construction of 475 dwellings, replacement vehicular and pedestrian swing bridge over the Leeds to Liverpool canal and provision of new accesses off Sty Lane and Micklethwaite Lane, access off Fairfax Road and off site highway works. This application was formerly held in abeyance at the applicants request but is currently with the Secretary of State for determination as the applicants have appealed against non-determination of the application by the Local Planning Authority. In due course Members will be requested to make a resolution as to what they consider their determination would have been on this application if it was still with the Local Planning Authority to determine.

Scoping Application -11/00713/SCO - Construction of some 400 houses, new swing bridge, access points and internal road network (Request for scoping opinion).

Replacement Unitary Development Plan (RUDP):

Allocation

Within the Proposals for the Shipley Constituency of the Replacement Unitary Development Plan the site is identified as being an allocated housing site under reference S/H2.10. A small area of land within the red line boundary of the application, at the junction of Sty Lane with Micklethwaite Lane, is allocated as green belt. The following policies are relevant:-

Proposals and Policies

UDP1 – Promoting sustainable patterns of development
UDP2 – Restraining development
UDP3 – Quality of built and natural environment
UDP7 – Reducing the need to travel
UR2 – Promoting sustainable development
UR3 – The local impact of development
UR6 - Planning Obligations and conditions
H4 – Protecting Allocated Housing Sites
H7 – Housing Density – Expectation
H8 – Housing Density – Efficient Use of Land
H9 – Affordable Housing
GB1 – Green Belt considerations
TM1 - Transport Assessment
TM2 – Impact of traffic and its mitigation
TM8 - New Pedestrian and cycle Links
TM10 – The national and Local Cycle Network
TM12 – Parking standards for residential developments
TM13 - On Street Parking controls
TM19A – Traffic management and road safety
D1 – General design considerations
D2 – Energy Efficiency and Sustainable Design
D4 – Community safety
D5 - Landscaping
D6 - Meeting the needs of pedestrians
D7 – Meeting the needs of Cyclists
D7A – Meeting the needs of public transport through design
D14 – external Lighting
BH4A – Setting of Listed Buildings
BH7 - New Developments in Conservation Areas
BH10 – Open Space within or adjacent to Conservation Areas
BH11 – Space about Buildings in Conservation Areas
BH12 – Conservation Area Environment
BH18 – Archaeological Areas
BH19 – Development Affecting archaeological areas
BH20 – The Leeds and Liverpool Canal
OS5 – Provision of recreation open space and playing fields in new development
NE3 – Landscape Character Areas
NE3A – Landscape Character Areas
NE4- Trees and Woodlands
NE5 - Retention of Trees on Development Sites
NE6 - Protection of Trees during development
NE9 - Other sites of Landscape or wildlife interest

NE10 - Protection of Natural features and Species
NE11 - Ecological Appraisals
NE13 – Wildlife Corridor
NR16 - Surface Water Run Off and sustainable Drainage Systems
NR17A – Water Courses and Water bodies
P7 – Noise

BMDC – Supplementary Planning Guidance

Landscape character
Planning Obligations
Planning for Crime Prevention

Airedale Corridors: A Master plan & Strategy for Airedale

***The Yorkshire and Humber Plan - Regional Spatial Strategy (RSS) to 2026:
Policies***

YH1 – Overall Approach and Key Spatial Priorities
YH4 – Regional Cities and Sub-Regional Cities and Towns
YH6 – Local Service Centres and Rural and Coastal Areas
YH7 – Location of Development
YH8 – Green Infrastructure
LCR1 –Leeds City Region
H1 – Provision and Distribution of Housing
H2 – Managing and Stepping up the Supply and Delivery of housing
H4 – The Provision of Affordable housing
H5 – Housing Mix
ENV1 – Development and Flood Risk
ENV5 - Energy
ENV8 – Biodiversity
ENV9 – Historic Environment
ENV10 - Landscape
T1 – Personal Travel Reduction and Modal Shift
T3 – Public Transport

Planning Policy Statements/Guidance:

PPS1 - Delivering sustainable development; the planning system: general principals
(supplement to PPS1)
PPS3 – Housing
PPS4 – Planning for Sustainable Economic Growth
PPS5 – Planning for the Historic Environment
PPS9 – Biodiversity and Geological Conservation
PPS12 – Local Spatial Planning
PPG13 – Transport
PPG17 – Planning for Open Space, Sport and Recreation
PPS23 – Planning and Pollution Control
PPG24 – Planning and Noise
PPS25 – Development and Flood Risk

The Draft National Planning Policy Framework (DNPPF)

The Draft National Planning Policy Framework is now a material planning consideration on any development proposal. The Framework highlights the fact that the purpose of the planning system is to contribute to the achievement of sustainable development and that there is a presumption in favour of sustainable development which can deliver:

- Planning for prosperity (an economic role) – by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- Planning for places (an environmental role) – by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

As such Local Planning Authorities should approve development proposals that accord with statutory plans without delay.

Parish Council:

Not applicable

Publicity and Number of Representations:

Site notices were displayed at the site, advertisements were placed in the local paper and individual neighbourhood notifications were also carried out with the original statutory period of expiry date for comments being May 2011. Additional consultation letters have also been sent advising the neighbourhood of amendments and additional information being submitted with the final statutory period for comments being 29th August 2011.

A drop in event was also held on 6th April 2001 at Little House, Bingley to which over 200 members of the public attended. 2584 individual letters of objection have been received to the proposed development. An online petition with 1336 signatures has also been received along with a further written petition (with 2433 signatures).

It should also be noted that an application for 475 houses on the site – reference 10/00961/MAO - which has now been appealed to the Secretary of State - has generated 2003 letters of objection to date and an online petition with 1556 signatures on it.

The comments of objection which were voiced at the drop in session have been added to the summary of representation identified below. It should be noted that all comments made are written in no particular order of importance. Any additional representations which may be received after the publication of this report will be reported orally at the planning panel.

Statement of Community Involvement

Members should also be aware that a community consultation exercise was undertaken by the applicants and their agents on 18th and 19th February 2011. A statement was read out on behalf of the applicants at the neighbourhood forum meeting on 110th February, flyers publicising the subsequent exhibition were delivered to 1000 homes in the locality and press releases were sent to the local newspapers on 10th February. 102 people sent responses and a total of 154 comments were made

A summary of the main issues raised by this exercise were the general principle of development on the site being unacceptable, the traffic impacts, concerns relating to the existing services, facilities and infrastructure, and the adverse impacts created on the landscape, listed buildings and wildlife.

Summary of Representations Received:

- The applicants have failed to demonstrate that the heritage assets, namely the Leeds and Liverpool Canal Conservation Area, the Listed Building and the locality sensitive buildings in the vicinity of the proposed new swing bridge will not be adversely affected.
- The urban expansion associated with 420-440 dwellings will cause direct harm to the otherwise setting of these important heritage assets
- There has not been adequate assessment of the level of harms caused
- The Council has previously identified the importance of the open views across the field to the north of the Canal and how they positively contribute to the setting of the Leeds and Liverpool Canal Conservation Area. These views will be lost forever and are not compensated by the proposed token areas of green space in the vicinity of Laythorpe Farm.
- The new bridge structure confirms the unacceptably large scale of the structure as well as the increased land take required for its consultation.
- The bridge is an alien feature along the canal side area
- For the applicants merely to offer a financial commitment to the separate pedestrian bridge is unacceptable – to take a decision which demands an understanding of the impact of a proposal without sufficient details is not possible.
- There will be harm caused to the Class I archaeological Site of national Importance
- There are substantive highway objections to the scheme
- In terms of ecology the rural setting will change to an urban one and no amount of planting can mitigate against this.
- An allocation of a site via the development plan process is one thing but the entails is quite another.
- Significant harms will be caused to the historic and natural environment by virtue of this plan proposal
- Planning permission should be refused for reason of highway safety, highway capacity, sustainability and there is insufficient information submitted to demonstrate the compliance with local and national planning policies.
- The scheme fails to demonstrate the sustainability of the site in transport terms
- The TA relies on edge of site distances to bus services and facilities from the nearest side of the site which is misleading
- The TA overestimates the accessibility of the site and unduly increases the need to travel by single occupancy private car
- The use of a swing bridge is completely unacceptable means of access to the site
- The geometry of the swing bridge – 4.8m – is not appropriate in this context
- It needs to be demonstrated that the developer is making a contribution to future maintenance cost of the bridge and such a contribution will be sufficient to maintain the bridge in perpetuity.
- The Stage 1 Road Safety Audit commissioned by GAG raises numerous concerns regarding the impact of the proposals on the level of road safety in the vicinity of the site

- Oakwood Drive is being proposed as a permanent means of access for 22 units and as an emergency access for the whole of the development for periods when the bridge is not in use but the visibility for emerging vehicles is bellowed the accepted requirements.
- The use of this junction did not comply with the relevant standards at the UDP Inquiry and it does not comply with the relevant standard now.
- The use of Oakwood Drive to serve the whole development is materially detrimental to the level of road safety and the level of residential amenity
- It has not been shown whether the fixed pedestrian bridge resolved the unsustainable nature of the development as there are insufficient details provided.
- The traffic impact of the scheme is unacceptable
- The no-entry arrangement to Sty Lane is ineffective and unjustifiable and therefore has little prospect of it being delivered.
- Insufficient information has been provided to shown how the development (as opposed to the bridges) will be constructed or to demonstrate that it can be constructed in safe and considerate manner within a reasonable timescale
- The traffic volumes likely to be generated by the development are inherently flawed
- There is an acceptance from the Council that there will be additional traffic through the village but no attempt to quantify this or to agree any mitigation measures. It is apparent that the development will have a considerable impact upon Mickelthwaite village and it is evident that Micklethwaite Lane is completely incapable of accommodating this impact
- Queue lengths will be created if the swing bridge is in operation. These will be unacceptable from both a road safety and a capacity perspective.
- If residents manage to leave the site they will inevitably use Micklethwaite Lane rather than wait for the bridge to open
- Overall, it is consider that the swing bridge is a completely unsatisfactory means of access to the development. It is unpredictable and will result in extremely long traffic queues which will detrimentally affect the operation of the highway
- Planning permission for this application should be refused on highway grounds.
- The development of the site for housing is not necessary to meet current housing requirements
- Loss of amenity – damage to the landscape and setting of the Leeds-Liverpool Canal
- It has not been demonstrated that the sewerage system can cope
- The development will cause irreparable harm to the archaeology and cultural heritage of the locality. The lime kilns must be protected
- Concern is raised that during the period that the new swing bridge is being construction fire engines could not negotiate the two remaining access routes.
- Any houses must be building for local coursed stone to match the typical Yorkshire stone houses in the area. Roof tiles should be stone
- The site is not readily accessible by public transport
- The local highway network cannot cope with extra traffic
- The problems of traffic will cause pollution
- Local schools are already oversubscribed
- Loss of the rural setting of the Five Rise Locals which is an asset to the tourism of Bradford
- Danger to the large elderly population trying to gain access tot eh local shops
- Roads around the site will suffer from traffic jams when the new bridge is closed for maintenance
- Is it still proposed to close access via the canal for some six months over the winter period to build the new bridge structure as this is unacceptable

- There is no indication that the emergency services have been consulted about the implication for Micklethwaite residents concerning loss of canal access
- The costs of maintaining the bridge should be borne by the developer
- There is trend to increase the use and enjoyment of the canals – this will lead to more canal barges etc.
- Have all the previously developed sites been used before the allocation of a Greenfield site
- More traffic will be created through Bingley
- Access to Keighley Road requires a clear resolution otherwise there is a very significant risk that householders will be gridlocked
- The proposed houses will permanently remove a vital green lung in this already overdeveloped part of the Aire Valley corridor
- There area insufficient school, inadequate public transport capacity and limited medical facilities to support another 400+ houses in Bingley
- Detrimental impact on the Conservation Area
- The ecology of the site will be compromised – there are a significant number of bats in the locality
- There will be an overall loss of amenity for surrounding residents
- Parking at Crossflatts station is already fully utilised.
- If the development goes ahead access should be equally divided between Micklethwaite Lane, Oakwood Drive, Fairfax/Beck Lane and should not all be funnelled via Crossflatts
- GAG consider that the Stage 1 RSA as submitted by Sanderson Associates is flawed and should be rejected
- There will be a loss of community identify - other villages Eldwick and Gilstead have recently lost their green dividing space to the detrimental of the community
- Loss of habitat for the ducks and geese
- Public opinion has been firmly expressed against this development
- There is a lack on information on the swing bridge
- Given the 16 year period from pre-1993 up to 2009 we should have received a better quality of application preparation and development design than is offered
- The new bridge is untested
- The development is not needed as there are currently many unsold properties near the locality and in and around Bingley.
- Present access from Micklethwaite travelling east up Sty Lane and Greenhill Lane will be withdrawn which will limit options when visiting relatives in Bingley, Baildon and Shipley
- Loss of historic character for the area
- Objection to the principle of residential development on the land
- The development will cause irreparable harm to the attractive landscape and visual character of the area
- The site should never have been allocated for housing. The loss of these green fields will be detrimental to Bingley for tourism and leisure
- There are plenty of Brownfield sites to build on – as shown in the T&A recently
- Do not believe that the Local Planning Authority or Redrow homes can demonstrate they control their area of unmade land and therefore the assumption that access/egress can be made to/from Oakwood Drive is flawed and the development applications should be rejected.

Consultations:

Local Development Framework Policy Section – The proposed residential use for the site is acceptable in principal as the development is on an allocated phase 2 housing site I the RUDP (S/H2.10). Comments on policy principles and density issues are reflected in the appraisal section of this report.

Heritage and Conservation Section – Consider that we now have adequate information to properly evaluate the impact of the access proposals and other aspects subject of consideration on the heritage assets. Broadly concur with the conclusions of the addendum statement to the PPS5 assessment of heritage assets prepared by Woodhall Planning and Conservation. The moderate adverse impact of the proposals on the conservation area is noted, although the fundamental change in spatial character from open landscape to more urbanised is a pre-requisite derived from the allocation of the land for residential development. Mitigation of the impacts of this on the conservation area can be developed when reserved matters of layout and appearance are considered.

With regard to access, a matter for consideration in this application, the allocation of the site for residential development has resulted in a compulsion for an augmented canal crossing. The removal of the existing late 20th century bridge will not compromise the conservation area, and there is mitigation available to achieve a sympathetic impact of the new larger bridge on the conservation area. The existing bridge is aesthetically poor and far more attention can be given to achieving a quality appearance for its successor, whilst recognising that this is a historic crossing point.

With regard to the detail engineering of the bridge, and reference drawing 24311858/WC1/003 rev B, further confirmation will be required as to whether the narrowing of the canal needs to be so significant and the projection of the emplacements on the north and south banks and resultant timber fendering. The construction of the canal edge is shown as steel sheet piling with timber fendering, and further consideration will be required as to the visual suitability of this as opposed to a stone coping or quayside edge. All protective fencings other than on the bridge itself will be expected to be to the traditional canal timber rail pattern. Notwithstanding that which is shown, it will need to be demonstrated that the design of the new bridge has had full regard for the character and appearance of the canal conservation area.

With regard to the new highway across 'Laythorpe Green' we will need to have full details of edge or kerb treatment, any boundary or containment measures and surfacing of the footway to minimise its impact on the conservation area and setting of the listed building. Although both heritage assets will be compromised, mitigation is achievable to ameliorate this to an acceptable level with careful attention to creating and reflecting local distinctiveness.

Although not currently for consideration, Laythorpe Green should remain more open than is indicated, allowing uninterrupted views from the old alignment of Mickletwaite Lane SE to the canal, and from the canal to the listed building. Also, the L-shaped block indicated SSE of Laythorpe Farm must be reduced to having a NNE-SSW single alignment to minimise intrusion into views of the listed building.

Turning to consider drawing P102 illustrating Sty Lane, which as a function of access does illustrate matters for consideration in this application, I am not satisfied having regard for Policies UDP3 (2) and (3), UR2, UR3, D1 and BH7 that the proposals here maintain local distinctiveness or the setting of the conservation area, adjacent on the west side of the current alignment of Micklethwaite Lane. To the west of the new link onto Sty Lane, the alignment of Sty Lane has been moved northwards and widened, and a wide swept corner provided to link to the present alignments of Micklethwaite Lane. No justification for these changes has been provided, but in terms of minimising the impact on local distinctiveness and according with the policies noted above, the proposals appear excessive, standardised and will result in a dilution of character. I would expect consideration of the minimum necessary measures here and why changes from the existing character are deemed essential.

It is noted and accepted the response provided to concerns expressed over apparent omissions in archaeological considerations. Having regard for this, these matters appear to have been adequately addressed, and conditions should be imposed accordingly with the requirements of the WYAAS.

The relevant heritage assets have now been properly identified and considered, and the impact of the proposals upon them defined. The impacts of access arrangements on the heritage assets are commented upon above, and detailed development of the bridge design will afford opportunity to successfully integrate it into the environment. The layout and appearance of the residential development is not subject to detailed consideration at this stage, and will give further opportunity to strive for a development which respects the heritage assets and demonstrates the highest design standards.

Highways (Development Control) Section - An examination of the details submitted, which now includes a revised 'Comprehensive' Transport Assessment dated 12 July 2011 has been made.

- Scale of development

The number of dwellings proposed is stated as being between 420 – 440 however the Transport Assessment (TA) assesses the likely impact for 440 dwellings on this site (22 of which will take access from Oakwood Drive). The assessment also take into account a possible further 26 dwellings on the remaining smaller parcel of RUDP housing land for completeness, although this does not form any part of this planning application.

- Transport Assessment (TA)

Following discussions between the Applicant's Highway Consultant and the Council the TA dated 12 July 2011 now includes sufficient information to allow a full highway assessment of the proposed development to be carried out. The methodology employed and the trip rates used to predict the likely traffic impact have been agreed with the Council.

Following an examination of the TA highway engineers agree with the conclusion that the proposed development of up to 440 dwelling on this site, and an additional 26 on the smaller allocated housing site on the west side of Micklethwaite Lane, could be accommodated on the surrounding highway network without raising any undue highway safety concerns assuming that the highway improvements suggested as part of this development are delivered. However the applicant's TA also shows that if the bridge remains open for 5mins 30secs or longer then excessive queues are likely to form northbound on Micklethwaite Lane in the PM peak and these are likely to affect the operation of the proposed signalised junction of Keighley Road with Micklethwaite Lane.

- Length of Micklethwaite Lane from Keighley Road to bridge = approx. 170m.
Predicted queue length in PM peak with dwell time of 5mins 30secs = 198m.
- Average time for a barge to open, pass through and then close the existing bridge = 3mins 50secs.
- The maximum observed time for the existing bridge = 5mins 30secs (taken from Applicant's survey).
- Predicted operational time for the new swing bridge = 3mins 31secs

It should be noted that the Council has previously carried out its own modelling exercise based upon 2007 traffic counts factored up to 2016 with development traffic using the trip rates accepted on planning application 10/00961/MAO.

This showed that up to 525 dwellings could be accommodated on the site without any significant queues forming on Keighley Road or Micklethwaite Lane up to the design year 2016. This assessment assumed that the bridge was closed for five minutes in the peak periods to allow barge(s) to pass. An average recorded time for a typical bridge opening is stated as being 3mins 50secs.

A development in excess of 525 dwellings however could result in north bound queues forming back to Keighley Road in the PM peak, which would affect the operation of the proposed signalised junction.

- Replacement Swing Bridge

The TA describes Micklethwaite Lane as having an average width of 5.5m from its junction with Keighley Road to the bridge and the internal site access road will have a minimum width of 5.5m.

A two-way replacement swing bridge on Micklethwaite Lane is to be provided which incorporates a 4.8m wide carriageway and a 1.8m wide footway on the eastern side of the bridge.

This width was put forward on Planning Application 10/00961/MAO and whilst initially I did not raise any objections, following further discussions with other highway departments within the Council my views on this changed. Subsequently a bridge with a 5.5m wide carriageway deck was requested. The Council's highway safety concerns relate to the possibility of two large heavy goods vehicles or transit van type vehicles, travelling in opposite directions, meeting on the bridge especially when pedestrians and/or cyclists may be present.

Despite the presence of advisory signs on Keighley Road and Micklethwaite Lane and a weight restrictions through Micklethwaite Village drivers of large heavy goods vehicles regularly travel along Micklethwaite Lane either ignoring or being oblivious to these restrictions therefore the likelihood of the above scenario occurring cannot be dismissed.

I set out below the advantages and disadvantages of having a bridge with a carriageway deck width of 4.8m and also 5.5m.

New Swing Bridge with a 4.8m Carriageway Deck

Advantages:

- Would have a reduced visual impact.
- Would help to reduce vehicle speeds across the bridge due to driver's perception of the carriageway narrowing.

Disadvantages:

- Could result in problems should two large heavy goods vehicles meet on the bridge.

New Swing Bridge with a 5.5m Carriageway Deck

Advantages:

- Will handle all of the expected daily vehicular movements.

Disadvantages:

- Could encourage higher vehicle speeds across the bridge due to wider running lanes.
- Would have a greater visual impact

With regards to the future ownership of the bridge the TA suggests that British Waterways will take on the future maintenance of the swing bridge. This would be acceptable to the Highway Authority and should be conditioned as part of a Section 106 Agreement.

- Road Safety Audit (RSA)

The Developer has submitted a Stage 1 Road Safety Audit for the new bridge as requested by the Council. However following an examination of this document it has been noted that it has not been completed in accordance with the appropriate guidelines set out in the document - HD 19/03.

This requires the Audit Team undertaking the RSA to have certain qualifications, training and experience. Ideally a CV should be provided that demonstrates the previous experience of the RSA's Accident Investigation and/or Road Safety Engineer and this should be relevant to the scheme being audited, in terms of scheme type and complexity.

Sufficient details have not been supplied to demonstrate the above and therefore the RSA in its current form unacceptable. The Council's Highway Engineer(s) vetting this document have advised that in the interest of highway safety a bridge with a 5.5m wide carriageway deck should be provided.

- Bridge Operational Times

Page 28 of the TA sets out the operational time for the new swing bridge and this is given as 3mins 31secs. It also states that these times have been confirmed by the designers of the bridge.

The Applicant has carried out some surveys on the number and duration of bridge opening for the existing swing bridge. This shows that on average a barge takes 3mins 50secs to open, pass through and then close the bridge. The maximum observed time was 5mins 30secs. Only one bridge opening was observed during each of the AM and PM peak times.

The applicant has been in touch with British Waterways (BW) to verify the number of opening shown in their survey data however BW were unable to give any meaningful indication as the number of boat passages through the swing bridge as this information is not recorded by them.

- Diversion Routes During Bridge Replacement Phase

The indicative plan Ref: Figure 15 Rev A shows the proposed diversion routes for general traffic for when the new bridge is being constructed and the existing one is out of use. These routes have been agreed with the Council and are acceptable for the purposes of this outline application.

If the Council were minded to approve this application then a suitably worded condition could be included with any decision notice requiring the applicant to submit a more detailed scheme prior to any works starting on site.

- Alternative Access During Bridge Maintenance Periods

Whilst vehicular access to the majority of dwellings within the site will be via Mickethwaite Lane (from Keighley Road) in the event of the new bridge not being operational the site traffic will leave via Oakwood Drive.

A link will be created between the site and Oakwood Drive however this will be closed to general traffic use and only opened up by the Council when the bridge cannot be used. Temporary signals will also be installed at the junction of Oakwood Drive and Lady Lane to control traffic. Three advisory signs (VMS) will also be placed permanently on strategic parts of the highway network to advise drivers which routes to use when the bridge is not operational.

The route into the site will be gated and/ or bollarded and only the Council, as well as the emergency services, will have keys to these.

- New Footbridge

In order to make the site more accessible the developer has agreed to provide a new footbridge at the southern end of the site and this provide a vital pedestrian link between the site and Canal Road.

A contribution of £300,000 is being offered by the developer (£200,000 for the delivery of a new footbridge with £100,000 for contingencies). This contribution level have been based on other similar design proposals for a non DDA compliant footbridge but not on any detailed survey carried out for this specific site.

Whilst the Council has suggested that the bridge does not necessarily have to be fully DDA compliant, as possible options have not yet been looked at in any detail the Council is requesting a contribution of £500,000, which would deliver a DDA compliant bridge if this is found to be feasible (actual estimated cost for a DDA compliant footbridge - £486,000). Any part of this contribution not spent on delivering the bridge could then be returned to the Developer.

- Travel Plan

Transport Planning have provided a response on the Travel Plan submitted with this application and whilst I would support the majority of comments made given that the applicant is willing to provide a pedestrian bridge in the vicinity of Canal Road then I would be inclined not ask for a contribution towards the extension of the car park at Crossflatts station.

A suitably worded condition could be attached to any decision notice requiring the Applicant to submit an acceptable Travel Plan prior to starting any works on site.

- Section 106 Contributions

Details of the requested contributions are discussed in the appropriate section on the planning appraisal part of this report. As such the details of the proposed legal agreement have been merely précis here as follows: -

Emergency access measures, provision of variable messaging signs (VMS), fixed pedestrian bridge, bus stop improvements, provision & maintenance of new signalised junction

- Section 278 agreement highway improvements

Again, full details of the proposed works are discussed in the appropriate section on the planning appraisal part of this report. In summary, the off-site highway improvement requiring the applicant to enter into a Section 278 Agreement with the council prior to any works starting on site are:

Signalisation of the junction of Micklethwaite Lane with Keighley Road., improvement to the junction of Oakwood Drive and Lady Lane, realignment of Micklethwaite Lane to facilitate new replacement swing bridge, provision of turning head on Micklethwaite Lane adjacent to Airedale Mills, narrowing and realignment of Sty Lane and the promotion of a 'No Entry' TRO onto Sty Lane and minor highway work to existing junction of Sty Lane / Micklethwaite Lane:

British Waterways - welcome the amendments to the design of the scheme, particularly the decision to replace residential units with the area to be known as Laythorpe Green.

After due consideration of the application details, British Waterways has no objections to the proposed development, subject to the imposition of suitably worded conditions which meets the tests set out in circular 11/1995 relating to: - waterway infrastructure, discharge and surface run-off water and ecology.

- Bridge crossings - agree that the two lane swing bridge is the best option. We have had several discussions with the applicant who understand that they will need to fund the installation and maintenance of the swing.

In principle, we have no objection to the swing bridge; however, there are still a number of issues that need to be resolved between British Waterways and the applicant, including: (i) The bridge in the canal open position must not reduce the width of the canal; (ii) All the electrical and mechanical components and the design of the bridge must be approved in writing by BW before any orders are placed; (iii) BW require to see a copy of the AIP document for comment in accordance with DB2. (iv) The banking work and moorings must be approved by BW before the design is finalised.

We are encouraged that the applicant accepts the potential benefits of a new pedestrian bridge at Canal Road. There is currently a pedestrian swing bridge at this location for users of the boat club to gain access to the moorings. We suggest the introduction of a permanent pedestrian bridge in this location which would provide a link between the eastern part of the development and the canal towpath, improving connectivity in the local area and providing an alternative means of sustainable transport for residents to access Bingley town centre and railway station, via the towpath. The footbridge would need adequate clearance to allow craft to safely pass and be owned and maintained by the Local Authority.

- Ecology

The Applicant's Ecological Assessment makes no reference to the presence of white-clawed crayfish in the Leeds & Liverpool Canal. In 2008 British Waterways undertook a survey at nearby Bingley 3 rise locks, which identified white clawed crayfish.

As a result, careful consideration needs to be undertaken relating to the building methodology for works to the canal and swing bridge to ensure crayfish populations are not harmed. For example, a crayfish rescue may be needed if the canal has to be dewatered or the presence of an ecologist on site to ascertain if any crayfish are present in that area.

Yorkshire Water – no objections in principle subject to conditions attached to any permission granted

Environmental Protection (noise) Section – The submitted report appears concise and relevant and the legislation, guidance, methodology and criteria referred to is considered appropriate for a proposal of this magnitude.

- Site Preparation and Construction Phase

(i) General

Environmental Protection officers agree and accept that some noise from a major development will cause some disturbance to existing residents and to an extent this is unavoidable. However, we would wish to see the "best practicable means" mitigation methods detailed in 8.5.16 to be made a condition of any consent and incorporated into a Construction Environmental management plan as recommended in 8.5.17.

Additionally, to further protect existing residents recommend conditions on limiting hours of construction on any permission granted.

ii Bridge Construction

The report acknowledges in 8.5.22 that noise and 8.5.28 vibration associated with the bridge construction will exceed the assessment criteria close to Bridge Cottage. Whilst the above mentioned construction phase conditions will offer some protection we would wish to see a more robust condition in respect of the sheet piling operation in particular. This will provide protection to nearby residents from long periods of excessive noise and vibration. Recommend a condition stating that Sheet Piling shall only be carried out between the hours of 0900hrs and 1630 hrs Monday to Friday, 0900hrs to 1300hrs Saturday. No sheet piling to take place on Sundays or Bank Holidays.

- Operational Phase

Current Road Traffic noise on proposed development, Noise generated from boat Yard on proposed residential properties and the increase in road traffic noise on existing properties can be appropriately dealt with by employing mitigation methods (double glazing in properties, acoustic fences etc).

The report indicates a significant increase in traffic noise levels at the east facade of Laythorpe Farm which at first glance appears very undesirable. However, it is accepted that the predicted absolute noise levels still remain fairly low and will meet the World Health Organisation guidance and the guidance contained with BS8233 for general outdoor living spaces (i.e. gardens etc) as well as internal noise levels which would be achieved even with an open window. It is not considered that the predicted increase in noise will lead to a significant loss of amenity.

Overall, it is confirmed that the environmental protection service has no objection to this application from a noise perspective assuming the conditions requested above are included in any consent.

Environmental Protection (Contamination) – The objective of this land quality review of the plans submitted is to ensure that the proposals will result in control of pollutant linkages associated with identified contaminants of concern.

The area of the proposed development is within an area of Intermediate Radon Probability as between 1 and 3% of homes may be above the Action Level. However, Building Control regulations do not indicate that radon protective measures are necessary where the percentage of homes which may be affected is less than 3%.

It is noted that the associated Environmental Statement does not include any overt references to land quality or the contamination issues discussed below.

- Site Characterisation

The Geo-environmental Desk Study identified the potential sources of contamination and the Geo-environmental Site Investigation examined those sources and quantified the potential contaminants of concern.

The main areas of concern identified are those associated with the former lime kilns in the area around the swing bridge where asbestos was identified and the former pond area where ground gas has been identified. The report also identifies benzo(a)pyrene at a concentration of 15mg/kg in TP1 where the soil organic matter content of the soil was 13.1%. Further assessment is needed to justify the assertion that there is no significant risk to human health.

There was also slightly elevated naphthalene in TP13 which, it is suggested could be from naturally occurring humic acids as there is no evidence of made ground at that location. Clarification of the background chemistry is needed to substantiate this suggestion.

Whilst the report does not present an overt conceptual site model, once the above issues are addressed, the information presented should be sufficient to identify and characterise the contaminants of potential concern.

- Assessment of risk from contaminants of potential concern

The reports present an appropriate assessment of current potential risks. The site investigation report recommendations also identify that further works will be required and appropriate conditions should be attached to any permission granted which require submission of a report on the additional investigation works, assessing the risks and identifying how contaminants will be controlled and remediated).

- Remediation Scheme and verification

It is recommended that the Local Planning Authority includes a planning condition requiring the submission of detailed remediation proposals for Area 2 and the area potentially affected by ground gas for agreement in writing with the Local Planning Authority prior to commencement of works on site

The further investigation works and remediation must be verified before the site is occupied. Therefore, we recommend that the Local Planning Authority includes a condition on the decision notice to require the site closure plan/verification report to be submitted for approval.

Environment Agency – There are no objections in principle but recommend conditions regarding Greenfield run off rates are attached to any permission granted.

Drainage Section – the site must be investigated for its potential for the use of sustainable drainage techniques in disposing of surface water from the development. Suggest conditions are attached to any permission granted regarding the surface water discharge to watercourse and disposal of foul and surface water drainage.

Landscaping Section - supportive of the overall site layout from the landscape and visual perspective. There are some key issues, highlighted below, which need careful consideration. In my opinion, the overall site layout responds very well to the local landscape character. It is important that the detailed landscape design follows through with this theme.

I

In the Environmental Impact Assessment: Non Technical Summary, March 2011 para_1.3.12 states that a “Construction Environmental Management Plan” will be used to implement good construction environmental practices to mitigate environmental impacts. It is essential that all existing landscape features to be retained are adequately protected during construction and that adequate on-site supervision is provided to address this issue. A holistic approach to landscape and ecology issues is paramount.

The Environmental Statement - the assessment is generally thorough and in line with recognised guidelines. However, I would note that the summary of residual effects (12.9.36) averages out the sensitivity of all viewpoints and the magnitude and significance of the proposed development. This is not an approach I have experienced before and I would disagree with the “clear conclusion (page 12-52)...that contrary to expectations, the development would counter-intuitively cause little direct or indirect impact on the area...”. I would suggest that the fundamental change to the landscape character from pastures, enclosed with hedgerows/ trees and framed by woodland, a farm house and a country lane, to residential development, will have major negative landscape and visual impacts. However, I concur with paragraph 12.3.25 that “residential development is highly amenable to beneficial mitigation and compensation measures” and believe that there is potential for the creation of a very special place on this allocated housing site. The key to success is the design and detail of the site.

I concur with all of the points made at 11.3 in relation to the existing hedgerows. In relation to 11.4, 11.5 and 11.6, it is essential that the existing hedgerows are managed in a way that minimises any impacts on biodiversity. Para 12.6 suggests utilising stone from dry stone walls in relatively poor condition to repair those in better condition – this would seem to be a sensible approach.

In relation to views and vistas, I fully support the statement made at 13.3 that the existing woodland will be used as a backdrop to the development, helping to assimilate the buildings into the wider landscape. I also fully support the statement made at 13.4, that “it will be desirable to retain discrete views into and through the site in order to facilitate a continued understanding of the topography and preserve a residual memory of the existing landscape”. As noted at 13.5, the development of the site creates the opportunity to provide views out of the site.

The overarching place making theme of using the hedgerows as the separating line between three communities (17.6) is strong and allows potential for different character areas to enhance local distinctiveness within the site.

In relation to open space, I generally support the approach detailed in section 18.0. In relation to landscape structure, section 19.3 sets out an intention to separate footpaths from adjoining roads, allowing them to run between existing and new hedgerows. This approach is admirable in its intention. The proposals for ‘Laythorpe Green’ shown on the axonometric sketch in section 20 (page 45) are immediately attractive. However, I feel that people will be drawn to the canal edge and the ground here may be very boggy and not conducive to this use without some form of hard surfacing. I therefore question whether the circular node feature on the access road would be better transferred to the canal edge and the road given more of a country lane character, albeit with a safe crossing area?

From a landscape design perspective it is considered the treatment to the ‘Canal side’ (page 46) is appropriate in terms of its spatial arrangement and potential usage. However, I would note that there may be a tension between spatial design and biodiversity protection/enhancement which will need careful consideration.

In terms of the Parameters Plans from a landscaping perspective the disposition of built development provided that proposed open spaces, including existing landscape features are maintained holistically within public areas and not divided up into private spaces such as gardens. In terms of the approach to building heights, form, massing and density shown separately on three different plans in relation to site landform would seem appropriate.

One principle concern with the elements shown in section 32 is the street trees, which appear to be used throughout the entire site, in rows following the highway network. I would suggest a much looser approach should be adopted, with small copses of trees and loose groupings, reinforcing existing hedgerows and other landscape features with appropriate species. This does not of course entirely preclude street trees but their use should be very carefully targeted.

In summary, the proposed site layout shown on the parameters plans and indicative master plan generally appears to have been developed in a way that retains a significant proportion of existing landscape features in a meaningful setting. It cannot be over emphasised that the success of the landscape led approach to the master planning of the site hinges on the preparation, adoption and execution of a site specific long term management plan.

Natural England - Natural England does not object to the proposal. Recommend conditions with regard to:

- Providing further survey work to be completed as indicated in the report and if bats are present, a suitable mitigation plan submitted to and approved by the LPA. Welcome the proposal to incorporate dark foraging corridors and a sensitive lighting strategy and suggest the appropriate elements be included within the Construction Environmental Management Plan and ecology and landscape management strategy
- undertaking a checking survey for breeding birds immediately prior to clearance
- undertaking surveys and submission of a mitigation strategy if evidence of otter found
- undertaking precautionary surveys and submission of an appropriate mitigation strategy for white clawed crayfish
- undertaking a soil management strategy

Sports and Leisure Section - require a contribution of £183,000 + RPI annual increase for the improvement of the existing football pitch at Crossflatts together with the provision of changing rooms for four teams.

Additionally 3 areas of 2 -3 items of play equipment spread around the development would be beneficial for residents of the area. These could be of a wooden construction to tie in with the character of the development. All to be maintained by the developer as is usual practice.

Education Services - We have assessed the situation in this area and can advise that we would need to request a contribution towards both primary and secondary educational provision as all schools serving this area are now full.

I have provided 2 calculations based on the upper and lower figures for the number of dwellings and these are for houses with 2-4 bedrooms.

Primary calculations:

2 children x 7 year groups x 420/100 x £11,648 = £684,902

OR

2 children x 7 year groups x 440/100 x £11,648 = £717,517

Secondary calculation:

2 children x 6 year groups x 420/100 x £12,688 = £639,475

OR

2 children x 6 year groups x 440/100 x £12,688 = £669,926

Totals for 420 dwellings

Primary = £684,902

Secondary = £639,475

TOTAL = £1,324,377

Totals for 440 dwellings

Primary = £717,517

Secondary = £669,926

TOTAL = £1,387,443

Housing Development and Enabling Section - The affordable housing requirement is that 30% of the net developable floor area of the full development be made available for a mix of 2- and 3-bed houses to be sold to a Registered Provider to be nominated by the Council at a discount of 35% on open market value. About 60% of the affordable units should be 2-bed houses with floor areas of 70-75 sq metres, and the remaining 40% should be 3-bed houses with floor areas in the range 80-85 sq metres.

It is envisaged a mixed tenure development (affordable rent/low cost home ownership). Additionally, it may be that a 35% discount is insufficient to achieve a viable affordable housing scheme and that a "trade off" in the number of units may be necessary to provide fewer units at a greater discount

Tree Section - The access points will result in tree loss within the Conservation Area at Sty Lane, loss of protected trees to the Lime field mills bridge proposal area. Possible pedestrian/Cycle access points at Fairfax Road and Canal road impact on trees some within the Conservation Area some protected by Tree Preservation Orders.

The proposal when the layout is designed needs to take account of trees and hedgerows incorporating into open spaces. Avoiding where possible trees within rear gardens. Where trees are within rear gardens mature height of tree to dwelling will be required as a clearance distance. Side elevations will require a min clearance of 3.0 metres from the outer extent of crown spread to unit. Frontage clearances will vary dependant on siting/orientation. Roadways/footways will need to be outside the Root Protection Areas of trees in particular adopted surfaces and siting will need to avoid pruning to achieve clearances. Detailed root protection plans will be required with the submission on the reserved matters applications.

English Heritage – Without a detailed application it is not possible for use to comment further but the reduction in total density of the development and the clear distinction being made on character areas is noted. Need to ensure that the setting of Laythorpe Farmhouse and the attached barn (although LPA matter) are adequately addressed. The application should be determined in accordance with national and local policy guidance and on the basis of the LPAs specialist conservation advice.

Metro – Do not object to the principle of the development. Concerns previously raised are still valid particular with respect to the accessibility of the site and the implications particularly on rail services operating at Crossflatts station.

The two closest stops to the development need raised kerbs installing. Metro supports the commit of the developer to enter into the residential metro card scheme.

Due to the size of the site and limited penetration through the site (primarily due to the Canal) a large proportion of the site is considered inaccessible to public transport. If a shuttle bus service were to be provided the biggest risk to this type of service is the long term sustainability. Therefore would require the developer to commit to a minimum of 5 years provision (at a cost of £500,000)

In terms of car parking at Crossflatts Station, as it is considered that this scheme would benefit from the planning application to extend the number of parking spaces, a contribution to the cost of these works could be negotiated.

In terms of rail capacity, analysis shows that there is seating capacity at Crossflatts station but at peak trains are full by the time they reach Shipley. The prohibitive cost and problematic procurement process of obtaining rolling stock makes increasing capacity on the route problematical. The cost involved for a single development is unlikely to be reasonable through the test of Circular 05/05.

West Yorkshire Archaeology – The proposed development site contains a number of sites of interest: (a) a possible medieval settlement of Laythorpe, (b) a Bronze Age carved rock consisting of a bedrock outcrop carved with 4 possible cups, 1 with a possible ring and a bank, and; (c) a masonry structure identified by English Heritage as a retaining structure on the southern bank of the Leeds-Liverpool Canal

It is likely that the proposed development will impact upon any surviving below ground remains dating to the medieval period. And possibly remains associated with the Bronze Age carved rock. There is also potential for the development to impact upon remains associated with the canal construction which may be of archaeological interest. Recommend planning conditions to be attached to any permission granted.

Summary of Main Issues:

Principle of development

Sustainability

Density

Design/landscape impacts

Heritage impacts – listed buildings, key unlisted buildings, conservation area status,

Archaeology

Highway Safety

Pedestrian Linkages

Impacts on the amenities of the nearby properties

Biodiversity/ecology impacts

Other impacts: - contamination, flooding/drainage, noise

Use of planning conditions/S106 & 278 legal agreements

Comments on representations made

Community Safety

Appraisal:

1. Outline permission is sought for the construction of between 420 – 440 dwellings on a series of development plateaux throughout the site. Several distinct character development zones have been designed around existing landscape character areas within the site which build upon the three existing communities in the area (Crossflatts, Micklethwaite and Oakwood). These distinct identifiable areas comprise:-

- Canal side
- Laythorpe Green
- Greenhills, and
- Oakwood

2. Only matters of access to the site are to be considered at this outline stage with the appearance, landscaping, layout and scale of the proposals reserved for any future application(s) which may be made.

3. Highway details of the application include:-

- The main vehicular access to the majority of the site is via a swing bridge of 4.8m in width plus a 1.8m attached footway which will replace the existing single lane structure (2.85m in width with no footway).
- The proposed new bridge connects to a new road which curves into the development site allowing Micklethwaite Lane in proximity to the bridge to become a no-through road for vehicular traffic.
- A further access to the site is proposed leading from Oakwood Drive which will allow limited access for up to 22 dwellings.
- It is also proposed that Oakwood Drive will operate as an emergency access when the bridge breaks down or planned maintenance works are carried out. Due to the limitations of Sty Lane/Greenhill lane a no-entry arrangement is proposed to ensure that traffic may only travel down Sty Lane towards Micklethwaite Lane.

4. Whilst the appearance, layout, landscaping and scale of the proposed development is not for consideration within this application, a master plan, a comprehensive design and access statement and a series of parameter plans have been submitted to show how development of the site can proceed in any future reserved matters applications. Scale of the development shows the contours of the site being utilised to facilitate pockets of 3 storey built form adjacent to the canal whereas 2-2.5 stories will be accommodated elsewhere on the proposed development plateaux.

Principle

5. This is a Greenfield site which is allocated as a Phase 2 Housing Site in the Replacement Unitary Development Plan (RUDP). As such the principle of housing development of this site is acceptable the full justification for this statement is set out in full below.

6. One of the key strategic roles of the RUDP, which was adopted in October 2005, was to identify enough land to meet the scale of housing need thought likely to arise for the plan period to 2014. This equated to an annual house building target of 1390 dwellings per annum.

7. Within the RUDP, housing site allocations to meet this requirement were divided into two phases through policies H1 and H2. The land in question at Sty Lane was identified as a 'phase 2 site'. Phase 1 sites were released for development straight away, whereas phase 2 sites often on Greenfield land, were held back for the latter part of the plan period. The trigger point for the release of Phase 2 sites, related to the point when 90% of the Phase 1 housing requirement had actually been built by developers. This was reached in 2008 and thus in August of that year, Phase 2 sites joined the remaining undeveloped Phase 1 sites as available for development.

8. Three years after the adoption of the RUDP, as part of Government legislative requirements, the Council were required to submit to the Secretary of State, its proposals for which policies within the RUDP should be saved beyond October 2008. The housing site allocations and most of the housing policies within the Policy Framework were as a result saved. The release of the Phase 2 sites meant that there was no continuing requirement to 'save' policies H1 and H2, as there was no longer any fundamental difference between the Phase 1 and Phase 2 housing sites identified in the RUDP.

9. Since the adoption of the RUDP in 2005 there have been a number of changes to national and regional planning policy and the Council has also set out its strategic priorities with regards to regeneration and housing in the Big Plan and the District Housing Strategy. The sum total of these changes are to underline and increase the importance of delivering housing development on allocated RUDP housing sites in support of the district's growing population.

10. The most important change in circumstance since the RUDP was produced from a strategic planning point of view is that the scale of need for new housing is now thought to be significantly higher than that which led to the allocation of the site at Sty Lane in 2005. As such, any reasonable objection to the principle of development of this site cannot be sustained.

11. In response to these higher levels of anticipated housing need, the Regional Spatial Strategy (RSS) for Yorkshire and the Humber, issued by the Secretary of State in May 2008, set a house building target of 2700 dwellings per annum in the Bradford district for the period between 2008 and 2026. Nearly double the figure of 1390 dwellings per annum which was planned for in the RUDP.

12. The status of RSS has been in flux since the new Coalition Government came to power last year. The Government's overall intention is to abolish RSS's with their replacement of less top down housing requirements as part of the Localism Bill. The Secretary of State's attempt in July 2010 to immediately revoke all existing RSS's was quashed by the Courts following a successful legal challenge by Cala Homes. A further issue of legal dispute remained and that was whether the Government was correct in its view, set out in a letter to Local Planning Authorities (following the initial Cala Homes decision), that the intention to rapidly abolish RSS's should be a material consideration when determining planning applications.

13. On the 27th May 2011 the Court of Appeal dismissed the house builder CALA Home's claim that the Government's intention to revoke regional strategies could never be a lawful material consideration in planning decisions. The Court drew a distinction between plan making decisions where the intention to abolish RSS's could not be a material consideration and development control decisions where it could. However, even with regard to planning applications Lord Justice Sullivan accepted that, at the moment, the Government's intention may only be worthy of being given weight in "very few" of the cases in which the proposed abolition of regional strategies will be relevant. As a result the Yorkshire and Humber RSS and the policies contained within it remain part of the statutory development plan for the Bradford District. This includes the need expressed in RSS Policy H1 for Bradford to plan for the provision of 2700 new dwellings per annum in the period 2008-2026. These and other relevant RSS policies must therefore be considered in the determination of this application.

14. A number of factors lead to a conclusion that there is no significant material reason, which would remove the strategic justification for the development of this site.

15. The Government's aim in progressing its policy to abolish regional strategies is not borne out of opposition to the delivery of new homes per se but out of a view that the RSS process represented an inappropriate top down imposition of planning policy which would be better determined by the LPA. The Government's intention is that the changes that it is intending to make via the Localism Bill, including abolishing regional strategies, will result in an increased delivery of new homes not a decrease. Indeed the Government in making its pronouncements has criticised the very low levels of new homes delivered across the country in recent years.

16. The Government has also made it clear that when the responsibility for determining house building targets passes from the RSS to the LPA via the Local Development Framework, such targets must be based on the same broad range of evidence as was the case in the preparation of regional strategies. Namely that which is set out in paragraph 33 of Planning Policy Statement 3 (PPS3). Principal among this evidence is the latest population and household projections issued by the Government.

17. Government projections are renewed on a regular basis and in November 2010 new household projections were issued. Although they indicate a slightly lower rate of household increase than was the case previously, the projections suggest that the number of households in Bradford was set to increase at an average of 2800 per annum, an even higher figure than the number being planned for in the Yorkshire and Humber RSS. Furthermore, recent research produced by the Leeds City Region for the previously planned Integrated Regional Strategy has reaffirmed that despite the current economic downturn, the medium to long term drivers of population growth in the district, most notably its age profile and demographic make up, remain in place.

18. The conclusion therefore, is that the latest evidence, which the Government itself advocates as one of the main factors in determining future rates of new house building, verifies and substantiates the broad conclusions of the Yorkshire and Humber RSS. Consequently, the impending changes to the Planning system as set out in the Localism Bill will not alter the need for the delivery of housing on allocated sites such as that at Sty Lane. The site remains allocated for housing development within the statutory development plan.

19. Both the past and present Government's policy, as set out in Paragraph 71 of PPS3, has been to put particular emphasis on Local Planning Authorities (LPA) ensuring that there is a 5 year supply of deliverable housing land. Where LPAs are not able to demonstrate that there is sufficient deliverable land they are required to consider favourably applications for planning permissions for housing development to redress this shortfall, subject to compliance with other aspects of national policy.

20. The Planning Service is working with developers, as it is required to do, to assess the precise outturn of deliverable sites against this 5 year land supply requirement, but the results so far suggest that the district may only currently have around half the required 5 year supply of land, judged against the annual house building target of 2700 dwellings per annum. If planning consent was not achieved on this allocated site at Sty Lane, this would further reduce the supply and impact in terms of non delivery of the new homes needed and increase the threat of other sites or areas of land in the district, which are not currently identified in the RUDP for housing development – potentially including open space, safeguarded land and green belt - being given consent via the appeal process. This is precisely what has happened in other parts of the country and the recent approval at appeal of the proposed development on safeguarded land at North Dean Avenue, Keighley underlines this potential threat.

21. The need to ensure that RUDP housing sites are implemented is further underlined by the relatively poor performance over recent years in terms of the number of new homes, particularly affordable homes, being built in the District. The number of new homes completed has in recent years failed to match either the actual increase in population and households in the district, or the policy based targets set in the RSS. Failure to deliver the right number of homes over an extended period runs the risk of exacerbating existing problems of overcrowding, putting increased pressure on the social housing stock which is already over-subscribed, and undermining regeneration.

22. Furthermore, recent work carried out for the forthcoming LDF has revealed the scale of need for affordable homes. This suggests an affordable housing need equivalent to around a third of the total housing requirement, or over 700 dwellings per annum. This is well in excess of anything achieved in recent years. The development at Sty Lane therefore has the potential to make a contribution to both market and affordable housing need.

23. In conclusion the district faces a significant challenge in securing sufficient housing to meet its need over the coming years. Ensuring the delivery of development on existing identified housing sites will be the first step to meeting this challenge. It is essential that land is available now which can be prepared and progressed so that the needs of the district's population are met as confidence among both developers and house purchasers recovers. The site at Sty Lane will also boost the supply of new homes at a time when housing delivery has dropped to undesirably low levels. Therefore, if an acceptable scheme is achieved, the site will contribute to the Council's 5 year land supply and thus reduce the pressure and threat of unplanned releases of land in other locations which conflict with current RUDP policy such as the green belt.

Sustainability

24. The draft national Planning Framework advises that the purpose of the planning system is to contribute to sustainable development. For the planning system delivering sustainable development means:

- Planning for prosperity (an economic role) – by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- Planning for places (an environmental role) – by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

25. The established approach to planning for sustainable development is set out in Planning Policy Statement 1 (PPS1). The key principles of this documents are that are that good quality, carefully sited accessible development within existing towns and villages should be allowed where it benefits the local economy and/or community; maintains or enhances the local environment; and does not conflict with other planning policies. Accessibility should be a key consideration in all development decisions. Most developments that are likely to generate large numbers of trips should be located in or next to towns or other service centres that are accessible by public transport, walking or cycling. New building development in the open countryside away from existing settlements, or outside areas allocated for development in development plans, should be strictly controlled; the overall aim is to protect the countryside for the sake of its character and beauty and the diversity of its landscapes.

26. It is considered that the proposed development meets the sustainability criteria outlined in established national and local policy. Indeed, the site is located in close proximity to a major distributor road within the District and is also in proximity to a range of services, not least Crossflatts Railway Station. One of the routes to both the train station and the 10 minute bus routes which run along Keighley Road will be upgraded as part of this development proposal (new pedestrian link forming part of the proposed new vehicular swing bridge and monies for the design, construction and long term maintenance to provide a fixed pedestrian footbridge across the Canal to join with Canal Road are also to be provided within any S106 legal agreement attached to any permission granted. (See section on conditions/legal agreement at the end of this report).

27. Good design ensures attractive usable ,durable and adaptable places and is a key element in achieving sustainable development. Whilst appearance, landscaping, layout and scale of development are not to be considered as part of this scheme at this time, evidence within the application informs us that environmental sustainability will be maximised by the retention of existing landscape features (such as the hedges etc. on the site), by the creation of large areas of meaningful open green space within site which will ensure that a suitable and meaningful place can be achieved for this housing site. Furthermore the establishment of a landscaping and ecology management strategy can mitigate the impact of the development and provide increased biodiversity over time.

Density/Efficient use of land

28. Policies H7 and H8 of the RUDP seek to ensure that the best and most efficient use is made of any development site. Paragraph 69 of PPS 3 also advises that local Planning Authorities shall have regard to:

- Achieving high quality housing
- Ensuing development achieve a good mix of housing
- The suitability of a site for housing
- Using land effectively and efficiently
- Ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing in the area.

29. The total site area for Sty Lane is identified in the RUDP as 17.65ha. This includes the land to the west side of Micklethwaite Lane. In the Inspector's Report following the RUDP Inquiry, in relation to S/H2.10 Sty Lane, Micklethwaite (SOM/S/OS1/1 & SOM/S/GB1/1), the Inspector made the following comments regarding the dwelling contribution of the Sty Lane Site.

"Two different capacities were given in most of the Inquiry evidence on this site, namely 700 and 900 dwellings. However, the Council figure of 900 was not the result of detailed work, and it is possible that parts of the site would need to be kept open as buffers. I am using the lower figure for the purpose of calculating the site's contribution to meeting the dwelling requirement." (p.62).

30. Therefore, it was established through an independent examination of the RUDP 2005 that the site could accommodate up to 700 dwellings. However, in light of the Inspector's comments that parts of the site would need to be kept open as landscaped buffers, the applicant has prepared an illustrative master plan scheme showing substantial areas of open space which serve a wider area and significant landscape buffer strips. It is recognised that these areas are important in ensuring the continued protection of hedgerows, serve the wider area and enhance the setting of the Canal conservation area, the listed building and ancient monument.

31. As stated in the RUDP, net site density as defined in Annex C of PPG3, can be used to calculate the net density for the purposes of policies H7 and H8. Since the publication of the RUDP, PPG3 has been replaced by PPS3. PPS3 defines what should be included in net dwelling density. Areas that are included in this definition such as access roads, private garden space, incidental open space and landscaping and children's play areas should be included as part of the net dwelling density of the site. The applicant has proposed a net site area of around 11.6 hectares which excludes the significant landscape buffers and those areas serving a wider public interest. Based on this net area the overall development density of the site will be between 36 and 38 units to the hectare.

32. Under Policy H7, the majority of the site falls within 400m of frequent bus services on Keighley Road and 800m of the railway station at Crossflatts. Therefore, the overall site density should ordinarily be above 50 dph. However, it is recognised there are very special site specific factors such as highway constraints, retention of established landscaping (hedgerow network) and provision of an exceptionally well conceived design to minimise the impact of development as far as possible on this site and which protects the heritage features and their settings, which mean that a density of below 50 dph can be justified as an exception to policy H7. The development range for the site allows some flexibility to ensure that detailed site designs can ensure the most efficient use of those parts of the site to be developed, without compromising those areas to be retained for wider benefit and consequently meeting the requirements of Policy H8.

Housing Mix

33. Sty Lane is a large strategic site, therefore the mix of housing on the site should achieve a mix of households as well as a mix of tenure and price. It is recognised and supported that the applicant has proposed that 30% of the units will be affordable. This will help ensure that a mix of tenure and range of prices will be provided on site.

34. Overall, in principle, the proposed residential use of the site is acceptable. It should be noted that for an application should be acceptable in principle it is dependent on the provisions of Policies H7 and H8 of the RUDP being met. Policies H7 and H8 can be set against other factors in determining the appropriate site density such as highways, landscape strategy and design. On balance there are clear reasons for the density to be lowered as an exception to policy H7 on this site; as such, the proposal is considered acceptable for the provision of between 420-440 dwellings on this site on the identified development plateaux.

Design principles/landscape impacts

35. Matters of detailed design (layout, scale and appearance) and landscaping are reserved and as such do not fall within this application to be considered. A comprehensive design and access statement, a master plan and series of parameter plans have been submitted which advise of the areas where the built form can be sited.

Design Quality

36. Planning Policy Statement 3 (PPS3) sets out the national policy objectives for housing. The first objective is *"High quality housing that is well-designed and built to a high standard"*. PPS3 goes on to state that, *"Good design is fundamental to the development of high quality new housing"*. In order to facilitate this it states that local authorities should draw on relevant guidance and standards including Building for Life (see below). At the local level there are design policies in the Replacement Unitary Development Plan (RUDP). Of particular relevance are:-

- Policy D1 which states that new development should relate to the existing character of the locality,
- Policy D5 which states that existing landscape features should be incorporated as an integral part of the proposal, and
- Policies D6 and D7 which state that pedestrian and cycle links should take priority over other transport modes.

37. It is considered that the design approach (as set out in the Design & Access Statement), is based on strong concepts developed from a good understanding of the local context, and that overall it is consistent with the design policies in PPS3 and the RUDP. The site includes a number of existing features including the canal side, hedgerows and stone walls, a listed farmhouse, and Bronze Age stone. The proposed layout has clearly responded to these features to create a network of linked green spaces which offer benefits in terms of public amenity, landscape and wildlife movement.

38. The surrounding context of the site is varied ranging from suburban to agricultural to industrial to woodland. In response to this different character areas are proposed including 'Oakwood' with its large detached houses aiming to reflect the adjacent suburbs of Bingley, 'Canal side' which is proposed to be intensive and contemporary in character, and 'Laythorpe' based on a more traditional village character set around a Green. A network of streets, lanes and paths link these character areas to each other, to the open space network and to the surrounding area, including the creation of a new walkway alongside the canal.

39. Building for Life is a method of assessment which has become the national standard for well designed homes and neighbourhoods. It consists of 20 separate criteria against which schemes are scored. Based on their overall score schemes can be rated as either 'Excellent', 'Good', 'Average' or 'Poor'. To achieve a rating of 'Good' requires a score of at least 14 out of 20. In terms of meeting the objectives of PPS3 set out above it is considered that the scheme should achieve at least a 'Good' rating.

40. The scheme has been assessed against the BfL criteria and scores 14.5 out 20 giving it a rating of 'Good'. Furthermore, as this is an outline application it is difficult to score some of the criteria positively (e.g. architectural quality) as the level of detail is not there yet. Therefore there is potential to improve the score still further at the detailed design stage, possibly achieving an excellent rating (for which a score of at least 16 out of 20 is needed).

The design framework

41. This is a large site with many opportunities and constraints which is likely to be developed over a number of years in various phases by at least two different developers. It is therefore essential, as this is an outline application, that there are appropriate plans and controls in place to properly guide future design phases and ensure that a high quality development is achieved. It is considered appropriate to ensure that the high quality Design & Access Statement and the Parameter Plans submitted with the application can be used to provide a framework to control future detailed designs. Planning conditions are suggested on any permission granted to ensure this.

The design and access statement

42. With an outline application it is the role of the Design & Access Statement (D&AS) to provide the link between general development principles and future detailed designs – it should clearly set out the design and access principles which will be used to develop future details of the scheme. The D&AS starts by providing an analysis of the site and then uses this to develop a strategy and set the parameters regarding the layout of the development, the scale and appearance of the buildings, and the landscape quality of the open spaces. A Master plan has been produced to show how this could be achieved.

43. The quality of the D&AS is good and it provides sufficient detail to guide future detailed designs. As suggested in paragraph 42 above, conditions linking any future development to the principles established in the D&AS can help ensure the quality of future development proposals (suggested condition 6 attached below)

44. The applicant has submitted a series of 10 Parameter Plans with the application. It is intended that these will form part of the outline permission with the purpose of setting out the key design principles to which any future detailed designs will have to adhere to. Following discussion with the applicant a number of revisions (dated June 2011) have been made to some of the Parameter Plans (Nos. 1, 2, 6 and 8) to give them more clarity, and a new plan has been introduced (No.11 Indicative Movement Framework, May 2011).

45. The parameters plan approach is welcomed. However it is considered that in order to properly interpret the plans they need to be read in conjunction with the relevant sections of the Design & Access Statement. As such condition 5 has suggested to be attached to any planning permission.

46. In a letter to the Council dated 29 July 2011 the applicant has voluntarily suggested a condition relating to the Code for Sustainable Homes and it is recommended condition 12 is attached to any permission granted which will ensure that the development contribute to achieving a sustainable and environmentally friendly housing development in accordance with paragraph 15 of PPS3.

47. The applicant is seeking full planning approval for the access elements of the scheme. The following paragraphs identify the key design issues regarding these under the following headings:

- Micklethwaite Lane Swing Bridge
 - Pedestrian Bridge to Canal Road.
- Highway works to Micklethwaite Lane and Sty Lane

Micklethwaite Swing Bridge

48. The application proposes a new two-lane swing bridge across the canal at Micklethwaite Lane. This would be the first two-lane swing bridge across the canal in Bradford District, and possibly in the whole country.

49. Part of the character and attraction of the canal is that it offers a place where people can go to walk and cycle in pleasant surroundings away from busy traffic. The canal towpath offers a continuous, traffic free route which is punctuated only by narrow bridge crossings. These are easy for pedestrians and cyclists to cross, and they help to naturally calm the traffic.

50. The revised plans (dated July 2011) show that the carriageway which is 5.5m wide either side of the canal will be tapered down to 4.8m as it approaches the bridge. This should encourage motorists to slow down and drive more cautiously as they approach the canal. The revised plans (P100 and P101) also show how the bridge would be integrated with its surroundings, including the proposed Laythorpe Green and the existing Micklethwaite Lane, to create an attractive place with footpath links, planting, road crossing points and moorings

51. The design of the bridge, whilst still indicative, takes a simple approach with details similar to many bridges along the canal including black girders and white parapets for the bridge, stone walling and paving to the foundations, and timber fendering to the realigned sections of canal. It will also include an electrically operated barrier and signal system, again similar to other bridges nearby. The construction of the bridge will involve the removal of one of the arches built into the retaining wall on the southern side of the canal. In front of these arches is a small area of land currently vacant and overgrown. This area lies within the site boundary but there are no proposals for it suggesting it may remain in a neglected state.

Pedestrian Bridge to Canal Road

52. The applicant has confirmed a financial commitment to the design and construction of a new pedestrian bridge over the canal linking the site to Canal Road. It is considered that this is essential in terms of integrating the site into its surroundings, creating connections to existing routes, and providing easy, convenient access for many of the new residents to local shops, facilities and public transport.

53. The applicant has also undertaken a feasibility study for a new pedestrian bridge over the canal linking the site to Canal Road. It should be noted that the study addresses only the feasibility of constructing a bridge in this location (which it concludes is possible). It does not consider matters of design, local character, pedestrian desire lines and visual impact which will be subject to a future planning application.

54. The study considers four options, two of which have been discounted. Firstly the option for a manual swing bridge at towpath level has been discounted due to objections from British Waterways who consider it would cause a hazard for canal users. This is unfortunate as this option would potentially provide the most convenient and inclusive form of access with the least visual and environmental impact. An option to provide access via an underpass has also been discounted for reasons of risk and cost.

55. The two remaining options are both based on a fixed bridge over the canal, one with steps and ramps, and the other with steps only. It is important that the bridge offers access for all, therefore the option with the steps and ramps (Option A) is preferred. That said, there are concerns over the size of this structure, in particular the ramps which appear excessively long, and the visual impact this will have on the canal environment. The proposed gradient of the ramp is 1:20 but the study refers to BD29/04 (Design Guidelines for Footbridges) which includes provision for ramps steeper than 1:20 which could significantly reduce the length and hence the impact of the bridge. Therefore it is considered that by taking a more flexible approach to lengths and gradients it may well be possible to design a bridge which both meets accessibility requirements and is appropriate in the local context.

Highway works to Micklethwaite Lane and Sty Lane

56. The scheme proposes widening sections of the existing Micklethwaite Lane and Sty Lane and creating new junctions. Whilst this will detract from the character of these narrow country lanes the revised plans (P102) lessen this to some degree with proposals to retain and reassemble the existing stone walls and to create separate footpaths alongside the new sections of highway.

57. In conclusion, the application is supported in design terms. It responds well to the existing features of the site and its context to create a scheme which integrates well with its surroundings in terms of landscape, pedestrian movement and built form. The scheme proposes different character areas which are structured around a network of public spaces, including a Green, a canal side walkway and hedgerow corridors that are linked together by a permeable framework of routes. A Building for Life assessment of the scheme has rated it as 'Good' and identified that it has the potential to achieve an 'Excellent' rating at detailed design stage.

Landscaping

58. Landscaping is not to be considered as part of this application but the landscape statements/strategy submitted by the applicants identify landscape impacts and propose mitigation. Essentially this scheme is landscape led and as such the proposed site layout shown on the parameters plans and indicative master plan generally appear to have been developed in a way that retains a significant proportion of existing landscape features in a meaningful setting. Indeed, the boundary vegetation to all sides (except the frontage) is to be retained and the hedgerow running through the site, parallel to the road is to be retained with gaps replanted to increase species diversity.

59. It cannot be over emphasised that the success of the landscape led approach to the master planning of the site hinges on the preparation, adoption and execution of a site specific long term management plan and as such conditions have been attached to any permission granted to ensure that a holistic approach is taken to the future landscaping issues and details on this site. Overall, it is considered that the proposed development of the landscaping strategy in the manner shown within this application complies with established planning policy and will help ensure that a well designed place is achieved throughout this extensive site.

Heritage impacts

60. Following the submission of further information by the applicants it is considered that the relevant heritage assets have now been properly identified and considered, and the impact of the proposals upon them defined. The impacts of access arrangements on the heritage assets are commented upon in detail in the consultation section but the essentially the Councils heritage specialists now broadly concur with the conclusions of the addendum statement to the PPS5 assessment of heritage assets. The moderate adverse impact of the proposals on the conservation area is noted, although the fundamental change in spatial character from open landscape to more urbanise is a pre-requisite derived from the allocation of the land for residential development. Mitigation of the impacts of this on the conservation area can be developed when reserved matters of layout and appearance are considered.

61. With regard to access, a matter for consideration in this application, the allocation of the site for residential development has resulted in a compulsion for an augmented canal crossing. The removal of the existing late 20th century bridge will not compromise the conservation area, and there is mitigation available to achieve a sympathetic impact of the new larger bridge on the conservation area. The existing bridge is aesthetically poor and far more attention can be given to achieving a quality appearance for its successor, whilst recognising that this is a historic crossing point. Development of the bridge design will afford opportunity to successfully integrate it into the environment. The layout and appearance of the residential development is not subject to detailed consideration at this stage, and will give further opportunity to strive for a development which respects the heritage assets and demonstrates the highest design standards.

62. In terms of archaeology implications West Yorkshire Archaeology Advisory Service (WYASS) have advised that whilst there are a number of sites of interest on development site, and that it is likely that the proposed development will impact upon any surviving below ground remains. WYASS specialists have however advised that if the Local Planning Authority is minded to grant permission, the nature of the known archaeological remains does not preclude appropriate development subject to the impact of the development upon the Bronze Age carved rock and possible associated bank being addressed. As such two conditions are recommended to ensure that a programme of archaeological and building recording is undertaken and that appropriate limitations are attached to any works that can be carried out.

63. It should be noted that English Heritage are considering the Bronze Age carved rock for scheduling. As such, there is a need to ensure that it is not directly impacted upon by the development and that its setting is respected. It is considered that the attachment of a condition as suggested above on any permission and the fact that it is proposed that any future reserved matters application are closely linked to the parameters plans, the master plan and the design and access statement will ensure that the setting of the Bronze Age carved rock will be preserved.

Highway Safety

64. Whilst the application is in outline, the means of access to the site is to be considered on this scheme which shows the quantum of the proposed development at 420-440 houses which are to be dispersed across the site. The existing vehicular access to the site itself is via a field gate

65. The detailed consultation comments from the highways section have been fully enclosed earlier within this consultation section of this report. Details of the proposed S106/278 works in terms of highways details are fully explained later in the report. Essentially, there is no highway objection in principle to this proposed development.

66. A comprehensive Transport Assessment (TA) and Travel Plan have been submitted as part of the application. Following an examination of the TA highway engineers agree with the conclusion that the proposed development of up to 440 dwellings on this site, and an additional 27 on the smaller allocated housing site on the west side of Micklethwaite Lane, could be accommodated on the surrounding highway network without raising any undue highway safety concerns assuming that the highway improvements suggested as part of this development are delivered. This assessment has been made on the basis of the Council's own modelling exercise based upon 2007 traffic counts factored up to 2016 with development traffic using the trip rates accepted on planning application 10/00961/MAO. This showed that up to 525 dwellings could be accommodated on the site without any significant queues forming on Keighley Road or Micklethwaite Lane up to the design year 2016. This assessment assumed that the bridge was closed for five minutes in the peak periods to allow barge(s) to pass. An average recorded time for a typical bridge opening is stated as being 3mins 50secs.

67. The highway assessment for the site lists the advantages and disadvantages of providing either a 4.8m wide vehicular bridge or a 5.5m wide bridge. Overall, the Council supports a new swing bridge of 4.8m in width as it is considered that this would have a reduced visual impact in the locality (and on the conservation area) and would help to reduce vehicle speeds across the bridge due to drivers perception of the carriageway narrowing. The disadvantages are that the 4.8m bridge could result in a problem in the event of two heavy good vehicles meeting on the bridge (basically one would have to wait at one end of the bridge whilst the other vehicle exited the structure). Whereas it is considered that if a 5.5m wide bridge were to be proposed, whilst it would handle all of the expected daily vehicular movements it would encourage higher vehicular speeds across the bridge due to wider running lanes and would have a significantly greater visual impact. Overall, it is considered that the provision of a 4.8m is satisfactory and will not comprise highway safety but will accord with established highway standards and policies TM2 and TM19A of the RUDP.

68. In order to make the site more accessible the developer has agreed to provide a new footbridge at the southern end of the site and this provide a vital pedestrian link between the site and Canal Road. The provision (via the contribution of S106 monies) of this footbridge is welcomed in both highway and design terms (as identified in the paragraphs in the above report). Indeed, the delivery of this bridge will ensure that the site is well linked to the surrounding communities and builds upon the pedestrian and road linkages which already form part of the master plan for the site. As such, the proposal is considered to accord with policies TM8 and TM10 of the Replacement Unitary Development Plan.

69. The Travel Plan promotes the integration of travel modes to improve the accessibility of the site by means other than the single person occupied car, to ensure that the travel plan framework meets the needs of the residents and employees, to make employees aware of the benefits to be derived from the travel plan, to minimise the level of vehicular traffic generated by the development and to enable the development to protect and enhance the environment as far as practically possible. It is considered that the provision of a travel plan will ensure that the development of this site in the manner proposed encourages, as far as practically possible, sustainable practices in this location in accordance with Planning Policy Statement 1 and Planning Policy Guidance Note 13. A condition regarding the implementation of a travel plan for this development is suggested on any permission granted.

Effects on the surrounding locality

70 .The development is proposed within the the setting of the edge of the urban area of Bingley and Crossflatts. In principle, development of the site for the housing as proposed is acceptable. Indeed, as this scheme is merely in outline with detailed design aspects reserved for a future application, it is considered there is no undue adverse impact which would arise out of the grant of outline planning permission on this site in the manner proposed. As part of a subsequent full planning permission application or reserved matters application the developer will be required to submit further details of impacts of the development on views from both urban and rural/green belt locations. Such views and impacts will depend on the use of building materials and landscape treatments. Overall, a thorough assessment of the urban design and landscape impacts has been made to date within this context of this outline application and both aspects will also be dealt with in a comprehensive manner in any future detailed application.

Effects on the adjoining residential properties

71. Residential properties are sited to the east, south and south west of the application site with many sited on the other side of the Leeds-Liverpool Canal. It is considered that no undue loss of amenities would be created on any of the surrounding residential properties. Details of noise assessment in relation to the amenities of Laythorpe Farm and Barn are discussed in the noise section of the report below. Detailed design matters regarding the exact appearance, layout and scale of the proposed development will be dealt with in future reserved matter applications. As such, it is considered that the proposal, as currently shown in its outline form, complies with policy UR3 of the Replacement Unitary Development Plan.

Other Impacts - Biodiversity

72. Whilst Policy NE10 of the RUDP states that wildlife habitats accommodating protected species will be protected by the use of Planning conditions/obligations it is clear from the supporting text and Policy NE11 that an ecological appraisal should be submitted with a planning application so that the Local Planning Authority can 'assess the potential impact of the proposed development prior to the consideration of granting planning permission.'

73. Ecology surveys have been submitted as part of the extensive suite of documents which form part of this application. Further survey work is recommended by the applicant's ecology specialist and this is also advised by Natural England (whom does not object to the development). As such conditions should be attached to any permission granted to ensure further assessment of bats, breeding birds, otters and white clawed crayfish before development commences. An ecology and landscape management strategy is also proposed for the site to ensure that the biodiversity of the site is effectively managed and indeed, enhanced. For instance, the retention of the existing hedgerow network within the public realm would support common hedge nesting bird species.

Other Impacts - Contamination Issues

74. A land quality review of the plans submitted has been carried with the objective of ensuring that the proposals will result in control of pollutant linkages associated with identified contaminants of concern. It should also be noted that the area of the proposed development is within an area of Intermediate Radon Probability as between 1 and 3% of homes may be above the Action level. However Building Control Regulations do not indicate that radon protective measures are necessary where the percentage of homes which may be affected is less than 3%.

75. The submitted report and plans have been examined to identify information which demonstrates that the site has been appropriately characterised to:

(i) Identify contaminants of potential concern and develop a conceptual model of potential contamination, (ii) quantify contaminants of potential concern sufficiently, (iii) demonstrate an appropriate assessment of risk has been carried out, (iv) the remediation proposals to manage contaminants of potential concern are practical, effective, durable and sustainable, (v) the remedial works will be verified, (vi) unexpected contamination will be dealt with appropriately if necessary, and (vii) long term management of pollutant linkage controls is defined.

76. BMDC specialist officers concur with the recommendations laid down in the submitted information and it is recommended that further site investigations will be required prior to construction work commencing at the site. This is necessary to ensure that sufficient information is available to enable robust and sustainable remedial decisions to be made. The extent of the next stage of site investigation and the criteria for risk assessment must be tailored appropriately to the ground conditions. As such, conditions regarding the submission of a site investigation report, submission of a remediation strategy, implementation of any approved remediation scheme and final verification are recommended to be attached to any permission granted to ensure that the site is 'fit for purpose'. Conditions regarding unexpected contamination and the importation of materials to the site should also be attached to any permission granted.

Other Impacts – Flooding/Drainage

77. The Environment Agency has no objections in principle to the development subject to a condition mitigating surface water run off rates being attached to any permission granted. Once a scheme for surface water drainage has been submitted and approved this scheme shall be fully implemented and subsequently maintained in accordance with the phasing arrangements embodied within the scheme. It is expected that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS) which seems to mimic natural drainage systems and rain water on or near the site. It is considered the suggested condition will prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and comply with policies UR3 and NR16 of the Replacement Unitary Development Plan.

Other Impacts - Noise

78. A noise and vibration environmental statement forms part of the application. This report is considered appropriate for current proposals. The Councils environmental protection team accept that some noise from a major development will cause some disturbance to existing residents and to an extent this is unavoidable. However, a condition is recommended on any permission granted to ensure that "best practicable means" of mitigation methods are incorporated into a Construction Environmental Management Plan (CEMP). Conditions on when sheet piling, general construction can operate are also recommended in any permission granted.

79. Noise issues/conflicts have also been raised in terms of current road traffic noise on the proposed development, noise generated from the boatyard and how this may affect adjoining residential properties and an increase in road traffic noise on existing properties (namely to the east facade of Laythorpe Farm). On the first two points the most appropriate course of action would be to place conditions on any subsequent reserved matters application to deal with the amenities of the proposed residents (once the details/orientation/spatial distances of those properties have been established) With regard to the noise impacts on Laythorpe Farm, it is considered that despite the increase in noise levels at the east facade of Laythorpe /Farm, absolute noise levels still remain fairly low and overall, it is considered that the predicted increase in noise will not lead to a significant loss of amenity.

Use of planning conditions/Legal Agreements/278 agreements/Contributions

80. Development of housing of the scale proposed inevitably involves physical infrastructure works, public transport initiatives, management plans and social infrastructure works such as recreation provision and affordable housing. In line with policy UR6 of the Replacement Unitary Development Plan it is usually appropriate that the developer should enter into a Section 106 to address the following issues – affordable housing, recreational provision, transport infrastructure and educational contributions.

81. Policy H9 of the Replacement Unitary Development Plan seeks to achieve affordable housing provision within development sites in Airedale of 30%. The housing enabling section has also identified a need for 2 and 3 bedroom properties in the area. It is considered appropriate that affordable housing is provided within the scheme to accord with relevant planning policy (see above paragraphs for details).

82. Policy OS5 of the RUDP requires that new residential development be required to make appropriate provision of or equivalent commuted payment for recreational open space. Overall, the scheme provides substantial areas of land as open space including two key parcels of land for open space recreation (one adjoining the Canal adjacent to the bridge and in front of the grade 2 listed building identified as Laythorpe Green and one centred on the Bronze stone in the south western corner of the site identified as Oakwood Green) both of which help form a sense of place within the scheme. Play facilities will be required to be provided as part of any s106 legal agreement which should comprise 3 areas of 2-3 pieces of equipment.

83. Further development contributions on this scheme also include: -

a) Educational provision - Under policy CF2 of the Replacement Unitary Development Plan, new housing proposals that would result in an increased demand for educational facilities that cannot be met by existing schools and colleges should contribute to new and extended school facilities. The nearest schools, at both primary and secondary level, are full and a contribution of £3154 per dwelling (up to a maximum of £1,387,760 therefore forms part of the agreement).

b) Payment of £183,000 for the improvements of the existing football pitch at Crossflatts together with provision of changing rooms for 4 teams

c) Contribution of £500,000 for the design, building and maintenance of a fixed pedestrian bridge across the Leeds-Liverpool Canal

d) The delivery and maintenance of a new swing bridge on Micklethwaite Lane facilitating vehicular and pedestrian traffic across the Leeds –Liverpool Canal.

e) Provision of metro cards for dwellings throughout the scheme – cards to be based on zones 1-3.

f) a management plan agreement to ensure that all communal areas of the site are effectively managed and that these area remain free from built development in perpetuity

84. Overall, in accordance with policies in the Replacement Unitary Development Plan and the Councils Supplementary Planning Guidance on Planning Obligations the Heads of Terms of any legal agreements should include: -

- Provision of 30% affordable housing (2 and 3 bedroom units) on the site at a discount of 35% discount on Open Market Value. Approximately 60% of the units should be 2 bed houses with floor areas of 70-75 sq metres and the remaining 40% would be 3 bed houses with floor areas in the range of 80-85 sq meters
- Provision of recreation sum for playing fields of £183,000 to be used for the improvement of the exiting playing pitch at Crossflatts together with the provision of changing rooms for four teams
- Provision of recreation equipment on the site – 3 areas of 2 to 3 pieces of equipment. To be maintained in perpetuity by the management company responsible for the open spaces on the site (referred to below). Detail of the type and location of the equipment subject to approval of the Local Planning Authority.
- Provision of education contribution of £1,631 for each dwelling towards primary facilities and a sum of £1,523 for each dwelling towards secondary facilities. (Note: There are up to 440 dwellings proposed at the site so this equates to a maximum of £717,640 for primary and £670,120 for secondary making a total of £1,387,760. To be paid at the following triggers: 50% on the occupation of the 50th unit with the remainder paid on the occupation of the 100th unit.
- A management plan agreement for the management of all communal areas on the site (outside the identified development plateaux). Which shall include long term design objectives, management responsibilities and maintenance schedules for all the areas in addition to including biodiversity enhancements). All these areas to be provided prior to occupation of the 50th unit and to remain open and free from any built form in perpetuity (
- Provision of metro cards (zones 1-3) in accordance with the current approved scheme of:- 1 card for 60% of the units – 3 year scheme. Current value is £907 for a bus and rail ticket in these zones therefore the calculation is 264 (60% of the units) x £907 = £239,448 (+ 10% admin charge).
- Provision of new swing bridge across the Canal to be delivered prior to commencement of any construction work at the site (with the exclusion of up to 22 houses from Oakwood Drive). Provision of commuted sum for the bridge maintenance etc.
- Provision of £500,000 to facilitate the design, construction and maintenance of a pedestrian footbridge over the Leeds and Liverpool Canal in an area at the confluence between Canal Road, the tow path and narrow part of the Canal (as detailed on plan B). The bridge to be adopted and maintained by BMDC with the approved commuted sum (which is included within the £500,000)
- Residential Travel plan details as specified in the draft S106 from the applicants

- Full details of highway works under a Section 106 Agreement which shall include:
- Emergency Access Measures - A contribution of £20,000 is required to facilitate the provision of temporary signals at the junction of Oakwood Drive and Lady Lane and any appropriate warning road signs when required. It will then be the responsibility of the Council to implement these when necessary.
- Provision of Variable Messaging Signs (VMS) – It has been agreed in principle that three VMS, on various part of the highway network, are to be provided and these have been shown indicatively on plan Ref: 4634-012. A contribution of £60,000 is requested and these can then be delivered by the Council in the most appropriate locations.
- Bus Stop Improvements - A contribution of £6,000 is required to provide raised bus kerb edges at two bus stops on Keighley Road (Bus Stop Refs: 45020002 and 45020001).
- Provision & Maintenance of New Signalised Junction - A commuted sum payment of £91,000 is required for the provision and future maintenance of the proposed signalisation of the Micklethwaite Lane / Keighley Road junction. The proposed junction arrangement has been shown indicatively on Plan Ref: 4634/004 Rev A and this is considered to be acceptable for the purposes of any Section 106 / 278 Agreement.
- Full details of highway works under a Section 278 Agreement - The off-site highway improvement requiring the applicant to enter into a Section 278 Agreement with the council prior to any works starting on site are:
- Signalisation of the Junction of Micklethwaite Lane with Keighley Road. - This has been agreed in principle and an indicative plan Ref: 4634/004 Rev A has been submitted, which would be acceptable for the purposes of this outline application. The applicant has also agreed to fund the provision of appropriate Traffic Regulation Orders around this junction and these will be provided as part of the s278 Works.
- Improvement to the Junction of Oakwood Drive and Lady Lane. - This has been agreed in principle and an indicative plan Ref: 4634/011 Rev A has been submitted, which would be acceptable for the purposes of this outline application. This will consist of a build out of the kerb lines and construction of footways to improve visibility.
- Realignment of Micklethwaite Lane to Facilitate New Replacement Swing Bridge: This works will include but not be limited to revised kerb line and footway construction, carriageway realignment, drainage, white lining, street lighting, signing, tying into the new section of the Micklethwaite lane including all accommodation works as required. This has been agreed in principle and is shown indicatively on plan Ref: 4634/009, which would be acceptable for the purposes of this outline application.

- Provision of Turning Head on Micklethwaite Lane Adjacent to Airedale Mills: This will include a new kerb line, carriageway, footway, drainage and any associated highway sewer, lighting and any accommodation works as required. Also removal of same from the now redundant section of Micklethwaite Lane between new turning head and section of Micklethwaite Lane near to bridge and any accommodation works as required and is shown indicatively on plan Ref: 4634/009.
- Narrowing and Realignment of Sty Lane and The Promotion of a 'No Entry' TRO onto Sty Lane – Due to their poor alignment and in order to minimise any impact on Sty Lane / Greenhill Lane, Sty Lane is to be narrowed to single carriageway width for approximately 70m from it's junction with the spine road through the development site. A new Traffic Regulation Order prohibiting traffic from turning onto Sty Lane (traveling east) will also have to be promoted by the Council but paid for by the applicant. This has been agreed in principle and an indicative plan Ref: 4638-013 Rev B has been submitted, which would be acceptable for the purposes of this outline application.
- Minor Highway Work to Existing Junction of Sty Lane / Micklethwaite Lane: These works are required to account for change in priority at this junction and will include signing (also 'T' no through road sign) and white lining for the revised junction. This has been agreed in principle and an indicative plan Ref: 4638-013 Rev B, has been submitted, which would be acceptable for the purposes of this outline application.

Comments on the letters of representation

85. There is substantial opposition to this development from the local community. The issues raised in the letters of representation and the petitions received have in the main been covered within the relevant sections of the above report .e.g. the principle of development on this Greenfield site, heritage impacts, conservation impacts, the protection of the biodiversity of the site and the adjoining SEGI etc.

86. It is clear from the letters of representation that one of the main concerns of this scheme is how traffic from this development will create highway difficulties due to the provision of a swing bridge over the canal. It is however considered by the Council's highway engineers that the provision of a replacement swing bridge is acceptable, and in connection with other measures to provide a new traffic light junction on Keighley Road, improvements to the junction of Oakwood Drive and Lady Lane, realignment of Micklethwaite Lane, provision of a turning head on Micklethwaite lane adjacent to Airedale Mills, narrowing and realignment of Sty lane and the provision of a no entry Traffic Regulation order onto Sty Lane, associated road markings will ensure that highway and pedestrian safety into and out of the site is provided. Furthermore, it is also considered that effective promotion of public transport initiatives will help encourage more sustainable transport choices.

87. It is also very clear from both the letters of representation that many residents do not consider that the development of this Greenfield site is acceptable. It should be noted that this site has been allocated within the RUDP for a considerable number of years for housing development with the inspector into the RUDP stating that “the objection land is a pleasant piece of countryside, like some other Greenfield sited, but does not have any special landscape value. I have already concluded that allocation of Greenfield land is necessary to meeting the housing requirements. Development would extend the urban area to Bingley across an area of countryside and this would be appreciated both from nearby and from more distant viewpoints like Altar Lane. However, the site has in effect been partly enclosed by the growth of development nearby. There is housing and other urban land uses to the south and west, and along much of the eastern side of the site. Housing on the land should be partially contained by existing development. I do not consider that development of land would lead to the coalescence of separate settlements”.

88. Furthermore , the Inspector clearly states that “the Leeds-Liverpool Canal Conservation Area abuts the site, although the five Rise Locks are too distance to be affected by the allocation of the site” and overall concludes the following:-

“The principal harmful consequence of developing the land would be the expansion of an urban area into the countryside, and the loss of a Greenfield site in the process. Some traffic from the site would use the narrow and steep country lanes north of the land, and the traffic flow through Bingley Town Centre, having been reduced by the relief road, would increase, but not back to the levels experienced before the opening of the relief road. A modern bridge would span the anal and could appear unsympathetic. However, the harm from development would in my view be less than the benefits for an otherwise sustainable allocation which would be a substantial way towards meeting the housing requirements. My opinion is that the need for housing land to be allocated outweighs the objection to allocation”.

89. In addition, the Inspector goes on further to dismiss other suggested allocations stating that “the site is not, and has never been, par of the Green Belt. It is clear from my conclusions regarding housing that I do not consider that there are exceptional circumstances to add the land to the Green Belt. As the land has development practically on 3 sides it is not part of the swathe of land outside the urban area which would prevent, for example the coalescence of Bingley with any other urban area. Nor is there justification for an urban green space allocation. The housing requirement in relation to land availability is, on present evidence, such as to outweigh the value o the land as open space”.

Community Safety Implications

90. As the scheme is in outline only, it is considered that issues of detail with regard to (i) defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space including appropriate boundary fences; (ii) access control and postal arrangements to the communal buildings; and (iii) lighting of the development can be satisfactorily resolved when the reserved matters application is submitted. Overall, the proposal will accord with the spirit of policy D4 of the Replacement Unitary Development Plan.

Reason for Granting Planning Permission

In granting permission for this development the Council has taken into account all material planning considerations including those arising from the comments of many statutory and other consultees, public representations about the application and Government Guidance and policy as detailed in the Planning Policy Guidance Notes and Statements, and the content and policies within the Supplementary Planning Guidance and The Development Plan consisting of the Regional Spatial Strategy and the Replacement Unitary Development Plan for the Bradford District 2005.

The Council considers that the following matters justify the grant of planning permission:

The development of this allocated housing site with residential development plateaux in the manner proposed is considered an appropriate development of the site that gives the opportunity to provide a sustainable pattern of development at the edge of the urban fabric of the Airedale Corridor. Moreover, the development creates a well conceived strategic Master plan which identifies a landscape/design led scheme which focuses development on plateaux to ensure that the distinct landscape areas within the site and qualities and character of the three adjoining areas are maintained. The effect of the proposal on the Site of Local Nature conservation (SEGI), the Leeds – Liverpool Canal Conservation Area, the biodiversity of the site itself, the surrounding locality and the adjacent neighbouring residential properties has been assessed and is considered acceptable. The provision of a principal access to the site via a new swing bridge in the manner and location proposed is appropriate whilst mitigation measures will encourage public transport usage. Furthermore, the provision of a limited access off Oakwood Drive is also considered appropriate and will not compromise highway and pedestrian safety.

Overall, it is considered that the provision of a residential scheme as proposed along with the structure of the built development plateaux, the structure of the new landscape, the proposed vehicular and pedestrian accesses takes into account the constraints of the site and builds upon the opportunities of the site. As such, it is considered development in the manner proposed is in conformity with the development principles outlined within the Replacement Unitary Development Plan under policies UDP1, UDP3, UDP7, UR3, UR3, UR6, H4, H7, H8, H9, TM1, TM2, TM8, TM12, TM19A, D1, D2, D4, D5, D6, D7A, BH4A, BH7, BH9, BH10, BH11, BH12, BH19, BH20, CF2, OS5, NE3, NE3A, NE4, NE5, NE9, NE10, NE11, NE12, NE13, NR16 and NR17A.

Approval is recommended accordingly subject to a section S106/S278 legal agreement and the following conditions: -

Conditions of Approval

1. Application for approval of the matters reserved by this permission for subsequent approval by the Local Planning Authority shall be made not later than the expiration of three years beginning with the date of this notice.

Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act, 1990. (as amended)

2. The development to which this notice relates must be begun not later than whichever is the later of the following dates:

- i) the expiration of five years from the date of this notice, or
- ii) the expiration of two years from the date of the approval of the matters reserved by this permission for subsequent approval by the Local Planning Authority, or in the case of approval of such matters on different dates, the date of the final approval of the last of such matters to be approved.

Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act, 1990.

3. Before any development is begun plans showing the:

- i) appearance,
- ii) landscaping,
- iii) layout
- iii) and the scale,

must be submitted to and approved in writing by the Local Planning Authority.

Reason: To accord with the requirements of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995.

4. Prior to the commencement of development, a phasing scheme for the carrying out of works shall be approved in writing by the Local Planning Authority. Following approval, the works shall be carried out in accordance with the phasing scheme, unless otherwise agreement in writing by the Local Planning Authority.

Reason: To ensure the satisfactory overall development of the site and to accord with policy UR3 of the Replacement Unitary Development Plan.

5. The development hereby approved shall only be carried out in accordance with the parameters plans 01A – disposition of building development (and D&A Statement paragraphs 23.1-23.2), 02A – scale (and D&A Statement Paragraphs 24.1-24.4), 03 – Form and massing (and D&A statement Paragraphs 25.1-25.2), 04 – Density;. 5 – Landmarks and Focal Points (and D&A Statement Paragraphs 26.1-26.2), 06A – Hedgerows (D&A 27.1-27.2), 07 – Phasing Plan (and D&A Statement paragraphs 28.1-28.4), 08A - Access and 11 - Movement Framework (and D&A Statement pages 85-86 – revised version), unless otherwise agreed in writing by the Local Planning Authority. These parameters plans should be read in conjunction with the identified sections of the Design and Access Statement.

Reason: For the avoidance of doubt as to the terms under which this outline planning permission has been granted to ensure that the site is developed in an appropriate manner and to accord with policies UR2, UR3, D1, D5, D6, BH7, BH10, BH20 and UDP3 of the Replacement Unitary Development Plan.

6. The application shall only be carried out in accordance with the following approved plans and the specific following documentation - the landscape strategy report and the design and access statement, particularly in terms of Responding to the opportunities identified relating to natural features (p.27-28), Heritage Assets (p.29-30, Views (p.31), Solar Orientation (p.21), Topography (p.26) and Access (p.33); Realising the Strategy in terms of the vision (p.37), Open Space (p.41-42), Landscape Structure (p.43), Character Areas (p.44-48), Pedestrian and Cycle Movement (p.85-86) and the strategic Master plan (p.49-50); Developing the Detail with regard to Appearance and Character (p.70-72 and Landscape (p.73-76).

Reason: For the avoidance of doubt as to the terms under which this outline planning permission has been granted, to ensure that the development achieves good design and high quality new housing and to accord with policies D1, D2, D5 and D6 of the Replacement Unitary Development Plan.

7. The development hereby permitted shall not be commenced until such time as a scheme to maintain Greenfield run off rates of 5.12 litres/sec/ha has been submitted to, and approved in writing by the Local Planning Authority. This rate applies for up to and including the 1 in 100 year plus climate change rainfall event. The scheme shall be fully implemented and subsequently maintained in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to accord with policies UR3 and NR15B of the Replacement Unitary Development Plan.

8. The site shall be developed with separate systems for drainage for foul and surface water on and off the site.

Reason: In the interests of satisfactory and sustainable drainage and to accord with policies UR3 and NR16 of the Replacement Unitary Development Plan.

9. Unless otherwise agreed in writing by the Local Planning Authority, no building or other obstruction shall be located over or within 4.0 metres either side of the centre line of the sewers which cross the site.

Reason: In order to allow sufficient access for maintenance and repair work at all times and in the interest of satisfactory drainage and pollution control and to accord with policy UR3 of the Replacement Unitary Development Plan.

10. Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason: To ensure that no foul or surface water discharges take place until proper provision has been made for their disposal and in the interest of satisfactory drainage and pollution control and to accord with policy UR3 of the Replacement Unitary Development Plan.

11. No phase or part of the development approved by this permission shall be commenced until a scheme for the provision of both foul and surface water drainage works, including details of any balancing works and off-site works, for that phase or part of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the details and timetable agreed.

Reason: to ensure that the development can be properly drained and in the interest of satisfactory drainage and pollution control and to accord with policy UR3 of the Replacement Unitary Development Plan.

12. The dwellings shall achieve, as a minimum, Code level 3 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide 9 or such national measure of sustainability for house design that replaces the scheme). No dwelling shall be occupied until a Final Code Certification has been issued for it certifying that Code Level 3 has been achieved (subject to any future changes in national regulations or standards or as may be agreed in writing by the Local Planning Authority).

Reason: To contribute to achieving a sustainable and environmentally friendly housing development.

13. Before any phase or part of the development commences on site, the proposed means of vehicular and pedestrian access, which includes the proposed new swing bridge, hereby approved shall be laid out, hard surfaced, sealed and drained within the site and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

14. Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) hours of delivery of materials;
- iii) location of site management offices and/or sales office;
- iv) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- v) car parking areas for construction workers, sales staff and customers;
- vi) a wheel cleaning facility or other comparable measures to prevent site vehicles bringing mud, debris or dirt onto a highway adjoining the development site;
- vii) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- viii) temporary warning and direction signing on the approaches to the site

The construction plan details as approved shall be implemented before the development hereby permitted is begun and shall be kept in place, operated and adhered to at all times until the development is completed. In addition, no vehicles involved in the construction of the development shall enter or leave the site of the development except via the temporary road access comprised within the approved construction plan.

Reason: To ensure the provision of proper site construction facilities on the interests of highway safety and amenity of the surrounding environment and its occupants and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan.

15. Prior to the commencement of any works on site, a scheme showing full details of the contractor's means of access, vehicle parking facilities, loading/unloading areas for materials, location of the site compound, together with internal turning facilities, temporary warning and direction signs on the adjacent highway, levels, gradients, construction, surface treatment and means of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme so approved shall be implemented and be available for use before the commencement of any construction works on the site. Any temporary works, signs and facilities shall be removed and the access reinstated on completion of the development.

Reason: In the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan

16. Prior to the occupation of any of the dwellings constructed within any phase of the development hereby approved, a Travel Plan or Plans for each of the areas involved shall be submitted to and approved in writing by the Local Planning Authority. The Plans/s should set objectives for reducing car usage, increasing walking, cycling and public transport use, improvements in safety features and environmentally friendly delivery services and shall be implemented in accordance with the agreed details. The approved Travel Plan document shall form an integral part of the site management plan. The effectiveness will be reviewed, monitored and amended on an annual basis, in conjunction with the Council's Transport Planning Section, to achieve the aims and targets of the plan.

Reason: In the interests of environmental sustainability, highway safety and to accord with policies TM2, TM19A and UR3 of the Replacement Unitary Development Plan.

17. Before any development work starts on site, full details for the works associated with the emergency access from Oakwood Drive shall be submitted to and approved in writing by the Local Planning Authority. The scheme so approved shall then be laid out, hard surfaced, sealed and drained within the site and completed to a constructional specification approved in writing by the Local Planning Authority prior to any part of the development being brought into use.

Reason: To ensure that a suitable form of emergency access is made available to serve the development in the interests of highway safety and to accord with Policy TM19A of Replacement Unitary Development Plan.

18. Before any development work starts on site, full details for the works associated with the approved plans; Figure 15; 4634/004 Rev A; 4634/009; 4634/011 Rev A; 4634-013 Rev. C, as well as appropriate timescales for the delivery of these highway improvements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan.

19. Prior to development commencing a Phase 2 site investigation and risk assessment, in addition to the assessment provided with the planning application, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The written report shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

20. Prior to development commencing a detailed remediation strategy, which removes unacceptable risks to all identified receptors from contamination shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must include proposals for verification of remedial works. Where necessary, the strategy shall include proposals for phasing of works and verification. The strategy shall be implemented as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

21. The remediation verification report prepared in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each phase of the development (if phased) or prior to the completion of the development.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

22. If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate remediation implemented in accordance with a scheme agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

23. A methodology for quality control of any material brought to the site for use in filling, level raising, landscaping and garden soils shall be submitted to, and approved in writing by the Local Planning Authority prior to materials being brought to site. Relevant evidence and a verification report shall be submitted to, and is subject to the approval in writing by, the Local Planning Authority.

Reason: To ensure that all materials brought to the site are acceptable, to ensure that contamination/pollution is not brought into the development site and to ensure that requirements of policy UR3 of the Replacement Unitary Development Plan have been accorded with.

24. Construction work shall only be carried out between the hours of 0730 and 1800 on Mondays to Fridays, 0730 and 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless specifically agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the amenity of the occupants of nearby dwellings and premises and to accord with Policy UR3 of the Replacement Unitary Development Plan.

25. Notwithstanding the plans submitted, prior to the commencement of development details of the repaired and reinstated canal wall shall be submitted to and agreed in writing by the Local Planning Authority and British Waterways and thereafter implemented in accordance with the agreed details.

Reason: The works will have an impact on the structural integrity of the waterway and to accord with policies BH20 and UR3 of the Replacement Unitary Development Plan.

26. No development shall take place until a landscaping and boundary treatments scheme has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall indicate the size, species and spacing of planting, the areas to be grassed, and the treatment of hard surfaced areas. Any such planting which within a period of 5 years of implementation of the landscaping die, removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size or species, unless the Local Planning Authority gives written consent to the variation. The approved scheme shall be fully implemented prior to the first occupation of any dwellings or as agreed in writing by the Local Planning Authority.

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of an area. Landscaping also has the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for the planting. Landscaping affects how the waterway is perceived.

27. Notwithstanding the plans submitted, prior to the commencement of development, details of the proposed excavations/earth removal/foundations to be undertaken shall be submitted to and agreed in writing by the Local Planning Authority and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: Excavation, earth removal and/or construction of foundations have the potential to adversely impact on the integrity of the waterway infrastructure and to accord with policies UR3, BH7 and BH20 of the Replacement unitary Development Plan.

28. If surface water run-off and ground water is proposed to drain into the waterway details shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the canal environment and integrity of the canal infrastructure.

29. No phase or part of the development shall commence on site until details of the type and position of all proposed external lighting fixtures to the buildings and external areas, including details of foundations for that phase or part of the development have been submitted to and approved in writing by the Local Planning Authority. The lights so approved shall be installed in accordance with the approved details and maintained thereafter to prevent the light sources adversely affecting biodiversity of the site.

Reason: The lighting at waterside developments should be designed to minimise the problems of glare, show consideration for bats and unnecessary light pollution should be avoided by ensuring that the level of luminance is appropriate for the location, is sustainable and efficient, and protect the integrity of the waterway infrastructure. To ensure that the amenities of the adjacent locality are not unduly compromised, to protect biodiversity on the site and to accord with policy NE13 of the Replacement Unitary Development Plan.

30. A management plan/maintenance agreement for the long term management/maintenance of communal/public open space areas, including long term design objectives, management responsibilities and maintenance schedules for all landscape and open areas including the areas adjoining the Canal, shall be submitted to, and approved by the Local Planning Authority prior to the first occupation of any unit. The management plan/maintenance agreement shall be carried out as approved.

Reason: To ensure proper management and maintenance of the landscaped communal areas in the interests of amenity and to accord with Policies UR3, BH7, BH20 and D5 of the Replacement Unitary Development Plan.

31. The development shall not be begun, nor shall any demolition, site preparation, ground works, materials or machinery be brought on to the site until a Tree Protection Plan showing Root Protection Areas and location of temporary Tree Protective Fencing has been submitted to and approved in writing by the Local Planning Authority.

The Tree Protection Plan shall be to a minimum standard as indicated in BS 5837 (2005) Trees In Relation To Construction Recommendations and show the temporary Tree Protective Fencing being at least 2.3m in height of scaffold type construction and secured by chipboard panels or similar. The position of the temporary Tree Protective Fencing will be outside Root Protection Areas (unless otherwise agreed with the Local Planning Authority) as shown on the Tree Protection Plan.

The development shall not be begun, nor shall any demolition, site preparation, ground works, materials or machinery be brought on to the site until Temporary Tree Protective Fencing is erected in accordance with the details submitted in the Tree Protection Plan as approved by the Local Planning Authority. The temporary Tree Protective Fencing shall be driven at least 0.6m into the ground and remain in the location as shown in the approved Tree Protection Plan and shall not move or be moved for the duration of the development.

The Local Planning Authority must be notified in writing of the completion of erection of the temporary Tree Protective Fencing and have confirmed in writing that it is erected in accordance with the approved Tree Protection Plan.

No development, excavations, engineering works and storage of materials or equipment shall take place within the Root Protection Areas for the duration of the development without written consent by the Local Planning Authority.

Reason: To ensure trees are protected during the construction period and in the interests of visual amenity. To safeguard the visual amenity provided by the trees on the site and to accord with Policies NE4 and NE5 of the Replacement Unitary Development Plan.

32. Development shall not commence until a Construction Environmental Management Document is submitted to and approved in writing by the Local Planning Authority in consultation with other Council Services. Construction of the development shall thereafter proceed in accordance with the approved Document, unless otherwise agreed in writing by the Local Planning Authority. The Document will be expected to address in full: -

- The updated Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies) and relevant planning conditions.
- Processes to control / action changes from the agreed Schedule of Mitigation.
- Specific mitigation plans and associated documents as relevant, e.g. species, surface water, waste, watercourse crossings, private water supplies, access arrangements, pollution prevention, borrow pits, noise, dust, etc. (to include good / best practice construction method statements)
- Frameworks for the production of detailed plans for on-site components of the construction work – Construction and Environmental Management Plans.
- Special Study Area Plans as relevant for larger works.
- Appointment of an appropriately qualified Environmental Clerk of Works / Site Environment Manager with roles and responsibilities.
- Methods of monitoring, auditing, reporting and communication of environmental management on site and with the client, planning authority and other relevant parties.
- Statement of responsibility to 'stop the job / activity' if in potential breach of a mitigation or legislation occurs.

Reason: To protect the environment, to accord with policy UR3 of the Replacement Unitary Development plan.

33. All sheet piling operations shall only be carried out between the hours of 0900 and 1630 on Mondays to Fridays, 0900 and 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless specifically agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the amenity of the occupants of nearby dwellings and premises and to accord with Policy UR3 of the Replacement Unitary Development Plan.

34. Any application for the reserved matters of layout for any particular phase or part of the development that includes residential use should demonstrate a development of a minimum of 420 dwellings across the site. For the avoidance of doubt, no more than 440 dwellings are to be provided across the whole of the site.

Reason: To ensure that the site is developed to a minimum density to comply with policies H7 and H8 of the Replacement Unitary Development Plan but also to ensure that any proposed scheme falls within the maximum density proposed within this application to take account of policies UR3, NE10, NE12, NE13, D1, TM1 and TM19A of the Replacement Unitary Development Plan.

35. The landscaping and layout reserved matters applications will be accompanied by a detailed ecological assessment which sets out the measures to be taken to ensure that the impact on biodiversity is minimized. This will set out how avoidance, mitigation, compensation and enhancement measures will contribute towards the conservation of biodiversity of the Leeds Liverpool Canal SEGI and associated wildlife corridor in the proximity of the proposal site.

Reason: To ensure the protection of wildlife and supporting habitat, to secure opportunities for the enhancement of the nature conservation value of the site and to ensure the site is developed in accordance with the requirements of Planning Policy Statement no.9 and policies UR3, NE9, NE10, NE11, NE12 and NE13 of the Replacement Unitary Development Plan.

36. The development shall not begin until a plan showing the positions, design and materials of boundary treatments has been submitted to and approved in writing by the LPA. The treatments so approved shall then be provided in full prior to the first occupation of the buildings/dwellings and shall thereafter be retained. No other fences or means of enclosure shall be constructed under permitted development rights (part 2, class of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) without the prior approval of the Local Planning Authority.

Reason: In the interests of the character and visual amenity of the area and the adjoining Leeds Liverpool Conservation Area, to ensure the biodiversity value of the site is maintained and to accord with policies UR3, NE9, EN10, NE12 and NE13 of the Replacement Unitary Development Plan.

37. Prior to commencement of development on the site the following details shall be submitted to and approved in writing by the Local Planning Authority.

- Surface treatment of the former roadway in front of Bridge Cottage.
- Materials and finishes for all surfaces, walls, steps, structures and construction associated with the new bridge.
- Surface treatment for the link between the old and new alignments of Mickelthwaite Lane.
- All boundary features including protective fencing around the new bridge, walls alongside the truncated stretch of Mickelthwaite Lane and the pedestrian link to the new alignment.
- Appearance, details and finish of all new signs, barriers and controls associated with the new bridge.
- Landscaping to all areas affected by construction of the new bridge to both the north and south banks of the canal.
- Archaeological recording of the arched structures built into the southern embankment of the canal.
- Details of interpretation and final setting of the remaining arched structures.

All agreed details shall be implemented prior to the occupation of any dwelling on the site.

Reason: To ensure the heritage aspects of the scheme are fully recorded, to protect and enhance the appearance of the conservation area and to accord with policies UR3, D1, BH7 and BH20 of the Replacement Unitary Development Plan.

38. No demolition or development to take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological and building recording. This recording must be carried out by an appropriately qualified and experienced archaeological/buildings recording consultant or organisation in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: To ensure that the archaeological significance of the site is fully explored and recorded.

39. No demolition or development shall take place until fencing has been erected, in a manner and position to be agreed with the Local Planning Authority, to demarcate the boundary of the Bronze Age carved rock and earthwork bank. No works shall take place inside the fenced area without the consent of West Yorkshire Archaeological Advisory Service and the Local Planning Authority.

Reason: To ensure that these identified areas are fully protected from development.

40. An ecology and landscape management strategy for the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development on site. The submitted measures shall details measure to secure appropriate ecology management of the site, notably of the hedgerow network, maintaining the structural integrity and protecting foraging and commuting opportunities for bat species on site as well as providing habitat for a variety of species. The approved strategy shall be implemented in accordance with an approved timetable and retained for the duration of the development

Reason: To ensure the protection and enhancement of habitats throughout the site, to ensure the proper management and maintenance of the landscaped communal areas and to accord with policies UR3, D5, NE10 and NE12 of the Replacement Unitary Development Plan.

41. A checking survey for breeding birds, to confirm that no breeding birds are present within the affected on site vegetation clearance, shall be undertaken immediately prior to clearance on the site. The survey shall be submitted and approved in writing by the Local Planning Authority prior to development commencing.

Reason: To ensure the protection of wildlife habitats accommodating protected species are protected and to accord with policy D10 of the Replacement Unitary Development Plan.

42. A checking survey for the present of otters shall be undertaken prior to the commencement of construction works to the canal. The survey and any mitigation strategy that may be required following the checking survey shall be submitted and approved in writing by the Local Planning Authority prior to development commencing on construction works to the Leeds-Liverpool Canal.

Reason: To ensure the protection of wildlife habitats accommodating protected species are protected and to accord with policy D10 of the Replacement Unitary Development Plan.

43. A supplementary precautionary survey for white clawed crayfish and submission of an appropriate mitigation strategy survey (if this species is identified) shall be undertaken prior to the commencement of construction works to the canal and works on the development site within 10m of the Canal edge.. The survey and any mitigation strategy that may be required shall be submitted and approved in writing by the Local Planning Authority prior to development commencing on construction works to the Leeds-Liverpool Canal and/or works on the development site within 10m of the Canal edge.

Reason: To ensure the protection of wildlife habitats accommodating protected species are protected and to accord with policy D10 of the Replacement Unitary Development Plan.

Heads of Terms of any a Section 106 unilateral undertaking /S278 highways works agreement

- Provision of 30% affordable housing (2 and 3 bedroom units) on the site at a discount of 35% discount on Open Market Value. Approximately 60% of the units should be 2 bed houses with floor areas of 70-75 sq metres and the remaining 40% would be 3 bed houses with floor areas in the range of 80-85 sq meters
- Provision of recreation sum for playing fields of £183,000 to be used for the improvement of the exiting playing pitch at Crossflatts together with the provision of changing rooms for four teams
- Provision of recreation equipment on the site – 3 areas of 2 to 3 pieces of equipment. To be maintained in perpetuity by the management company responsible for the open spaces on the site (referred to below). Detail of the type and location of the equipment subject to approval of the Local Planning Authority.
- Provision of education contribution of £1,631 for each dwelling towards primary facilities and a sum of £1,523 for each dwelling towards secondary facilities. (Note: There are up to 440 dwellings proposed at the site so this equates to a maximum of £717,640 for primary and £670,120 for secondary making a total of £1,387,760. To be paid at the following triggers: 50% on the occupation of the 50th unit with the remainder paid on the occupation of the 100th unit.
- A management plan agreement for the management of all communal areas on the site (outside the identified development plateaux). Which shall include long term design objectives, management responsibilities and maintenance schedules for all the areas in addition to including biodiversity enhancements). All these areas to be provided prior to occupation of the 50th unit and to remain open and free from any built form in perpetuity
- Provision of metro cards (zones 1-3) in accordance with the current approved scheme of: - 1 card for 60% of the units – 3 year scheme. Current value is £907 for a bus and rail ticket in these zones therefore the calculation is 264 (60% of the units) x £907 = £239,448 (+ 10% admin charge).
- Provision of new swing bridge across the Canal to be delivered prior to commencement of any construction work at the site (with the exclusion of up to 22 houses from Oakwood Drive). Provision of commuted sum for the bridge maintenance etc.
- Provision of £500,000 to facilitate the design, construction and maintenance of a pedestrian footbridge over the Leeds and Liverpool Canal in an area at the confluence between Canal Road, the tow path and narrow part of the Canal (as detailed on plan B). The bridge to be adopted and maintained by BMDC with the approved commuted sum (which is included within the £500,000)
- Residential Travel plan details as specified in the draft S106 from the applicants
-

- Provision of highway works under the **Section 106 Agreement** which shall include:
- Emergency Access Measures - A contribution of £20,000 is required to facilitate the provision of temporary signals at the junction of Oakwood Drive and Lady Lane and any appropriate warning road signs when required. It will then be the responsibility of the Council to implement these when necessary.
- Provision of Variable Messaging Signs (VMS) – It has been agreed in principle that three VMS, on various part of the highway network, are to be provided and these have been shown indicatively on plan Ref: 4634-012. A contribution of £60,000 is requested and these can then be delivered by the Council in the most appropriate locations.
- Bus Stop Improvements - A contribution of £6,000 is required to provide raised bus kerb edges at two bus stops on Keighley Road (Bus Stop Refs: 45020002 and 45020001).
- Provision & Maintenance of New Signalised Junction - A commuted sum payment of £91,000 is required for the provision and future maintenance of the proposed signalisation of the Micklethwaite Lane / Keighley Road junction. The proposed junction arrangement has been shown indicatively on Plan Ref: 4634/004 Rev A - this is considered to be acceptable for the purposes of any Section 106 / 278 Agreement.
- Provision of highway works under a **Section 278 Agreement** which shall include:-
- Signalisation of the Junction of Micklethwaite Lane with Keighley Road. - This has been agreed in principle and an indicative plan Ref: 4634/004 Rev A has been submitted, which would be acceptable for the purposes of this outline application. The applicant has also agreed to fund the provision of appropriate Traffic Regulation Orders around this junction and these will be provided as part of the s278 Works.
- Improvement to the Junction of Oakwood Drive and Lady Lane. - This has been agreed in principle and an indicative plan Ref: 4634/011 Rev A has been submitted, which would be acceptable for the purposes of this outline application. This will consist of a build out of the kerb lines and construction of footways to improve visibility.
- Realignment of Micklethwaite Lane to Facilitate New Replacement Swing Bridge: This works will include but not be limited to revised kerb line and footway construction, carriageway realignment, drainage, white lining, street lighting, signing, tying into the new section of the Micklethwaite lane including all accommodation works as required. This has been agreed in principle and is shown indicatively on plan Ref: 4634/009, which would be acceptable for the purposes of this outline application.
- Provision of Turning Head on Micklethwaite Lane Adjacent to Airedale Mills: This will include a new kerb line, carriageway, footway, drainage and any associated highway sewer, lighting and any accommodation works as required. Also removal of same from the now redundant section of Micklethwaite Lane between new turning head and section of Micklethwaite Lane near to bridge and any accommodation works as required and is shown indicatively on plan Ref: 4634/009.

- Narrowing and Realignment of Sty Lane and The Promotion of a 'No Entry' Traffic Regulation Order onto Sty Lane – Due to their poor alignment and in order to minimise any impact on Sty Lane / Greenhill Lane, Sty Lane is to be narrowed to single carriageway width for approximately 70m from it's junction with the spine road through the development site. A new Traffic Regulation Order prohibiting traffic from turning onto Sty Lane (traveling east) will also have to be promoted by the Council but paid for by the applicant. This has been agreed in principle and an indicative plan Ref: 4638-013 Rev B, has been submitted, which would be acceptable for the purposes of this outline application.
 - Minor Highway Work to Existing Junction of Sty Lane / Micklethwaite Lane: These works are required to account for change in priority at this junction and will include signing (also 'T' no through road sign) and white lining for the revised junction. This has been agreed in principle and an indicative plan Ref: 4638-013 Rev B, has been submitted, which would be acceptable for the purposes of this outline application.
-